962-972 Franklin Avenue Rezoning
Environmental Assessment Statement

CEQR #23DCP165K

Prepared for:
Franklin Ave. Acquisition LLC.

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Environmental Assessment Statement

(EAS) Form

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME 962-972 Franklin Avenue Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
23DCP165K	
ULURP REFERENCE NUMBER (if applicable) 230356ZMK N230357ZRK 230358ZSK	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY **New York City Department of City Planning**			NAME OF APPLICANT **Franklin Ave. Acquisition LLC.**		
NAME OF LEAD AGENCY CONTACT PERSON **Stephanie Shellooe, AICP, Director, EARD**			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON **William Wallace IV**		
ADDRESS **120 Broadway**			ADDRESS **49 West 23rd Street, 4th Floor**		
CITY **New York**	STATE **NY**	ZIP **10271**	CITY **New York**	STATE **NY**	ZIP **10010**
TELEPHONE **212-720-3328**	EMAIL **sshellooe@planning.nyc.gov**		TELEPHONE **212-554-3706**	EMAIL **wwiv@continuumllc.net**	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): **6 CRR-NY 617.4(B)(9)**

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The Applicant, Franklin Ave. Acquisition LLC, is seeking approval for three discretionary actions (the "Proposed Actions") to facilitate the development of the applicant-owned Development Site at 970 Franklin Avenue (Block 1192; Lots 63 and 66) in the Crown Heights neighborhood of Brooklyn Community District (CD) 9. These actions include a zoning map amendment to rezone portions of Block 1192, part of Lots 1, 46, 63, 66, 77, and 85 (the "Project Area") from a R6A zoning district to a R8A and R8A/C2-4 zoning district, a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to map the Project Area as a Mandatory Inclusionary Housing (MIH) area (MIH Option 1), and a special permit pursuant to ZR section 74-533 to partially waive the parking requirements per ZR section 25-23 (refer to **Figure 1**). The requested parking reduction would facilitate the development of additional affordable housing in a development site located within a transit zone. Approximately 143 parking spaces would be required by the Proposed Project. Parking for 20 percent of all market-rate units would be provided (approximately 71 parking spaces) per the requested special permit.

Approval of the Proposed Actions would facilitate the development of a 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-used residential and commercial building containing 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH, 8,128 gsf of local retail, and approximately 44,021 gsf of space for parking, loading, and mechanical areas (the "Proposed Project") at the Development Site (Block 1192; Lots 63 and 66). The proposed affordable housing would help to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan. As described above, the Proposed Project would be constructed on underbuilt and vacant land near public transportation and other public amenities.

Project Location

BOROUGH **Brooklyn**	COMMUNITY DISTRICT(S) **9**	STREET ADDRESS **962-972 Franklin Avenue**
TAX BLOCK(S) AND LOT(S) **Block 1192, p/o Lots 1, 46, 63, 66, 77, and 85**		ZIP CODE **11225**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS **The affected area is bounded by Montgomery Street to the north, Franklin Avenue to the east, Sullivan Place to the south, and Washington Avenue to the west.**

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY **R6A** | ZONING SECTIONAL MAP NUMBER **16D**

5. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION **74-533**

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: **Issuance of bonds and affordable housing subsidies from the NYS Housing Finance Agency.**

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP	☒ ZONING MAP	☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP	☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	

☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **71,166** | Waterbody area (sq. ft.) and type:

Roads, buildings, and other paved surfaces (sq. ft.): **71,166** | Other, describe (sq. ft.):

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): **471,495**

NUMBER OF BUILDINGS: **1** | GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): **471,495**

HEIGHT OF EACH BUILDING (ft.): **145 feet (not including mechanical equipment)** | NUMBER OF STORIES OF EACH BUILDING: **14**

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant: **53,257 (per the Applicant's Survey)**

The total square feet not owned or controlled by the applicant: **17,909**

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: **28,000** sq. ft. (width x length) | VOLUME OF DISTURBANCE: **336,000** cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: **28,000** sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): **2026**

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: **33 months**

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Institutional & Public Facility, and Transportation

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures		Multi-family Residential	Multi-family Residential	No Change
No. of dwelling units		168	475	+307 DU
No. of low- to moderate-income units		0	119	+119 DU
Gross floor area (sq. ft.)		177,716	419,346	+241,630 gsf
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)			Local retail	+Local Retail
Gross floor area (sq. ft.)			8,128	+8,128 gsf
Manufacturing/Industrial	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	Warehouse			
Gross floor area (sq. ft.)	12,968			-12,968 gsf
Open storage area (sq. ft.)	N/A			
If any unenclosed activities, specify:	Spice Processing			
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	38,860 sf (Lot 66 – based on Applicant's Survey)			
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces		0	0	No Change
No. of accessory spaces		84	71	-13 accessory spaces
Operating hours		24/7	24/7	No Change
Attended or non-attended		TBD	TBD	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:		423	1,197	+774 residents

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	Based on a average household size of 2.52 from the 2020 census for Brooklyn Community District 9, which encompasses the Project Area.			
Businesses	☒ YES ☐ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	1, Spice Distribution Warehouse		4, Local retail	+Local retail -Spice Distribution
No. and type of workers by business	13 warehouse workers		19 residential workers; 24 retail workers; 43 total	+19 residential workers +24 retail workers +43 total workers
No. and type of non-residents who are not workers	N/A		N/A	
Briefly explain how the number of businesses was calculated:	Number of employees calculated based on 1 employee per 1,000 sf of warehouse/wholesale uses; 1 employee per 25 DU's; 3 employees per 1,000 sf of retail uses.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	R6A	R6A	R8A/C2-4	
Maximum amount of floor area that can be developed	155,334 zsf	155,334 zsf	383,450 zsf	+228,116 (4.2 FAR)
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, open space, manufacturing, transportation/utility, public facility/institution, commercial.	Residential, open space, transportation/utility, public facility/institution, commercial.	Residential, open space, transportation/utility, public facility/institution, commercial.	Loss of pre-existing non-conforming manufacturing area.
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☒	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☒
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☒
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐

	YES	NO
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. Refer to **Attachment B, "Supplemental Screening"**		

	YES	NO
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. Refer to **Attachment B, "Supplemental Screening"**		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources. Refer to **Attachment B, "Supplemental Screening"**		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☒	☐
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions. Refer to Attachment B		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Refer to Attachment B	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? Refer to Attachment B	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒

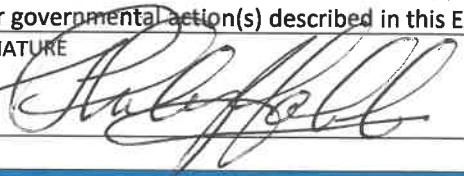
	YES	NO
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☒	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. Refer to Attachment B		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 475 DU * 41 lb. per household = **19,475 lb. per week**		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): (419,346 res. sf * 126.7 MBtu) + (8,128 comm. sf * 216.3 MBtu) = 54,889,225 MBtu		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) Refer to Attachment B	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. Refer to Attachment B		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☐

	YES	NO
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. Refer to Attachment B		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. Refer to Attachment B		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. Refer to Attachment B		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Philip Habib, P.E.		June 22, 2023

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	☒	☐
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☒	☐
Shadows	☒	☐
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☒	☐
Hazardous Materials	☒	☐
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☒	☐
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☒	☐
Construction	☒	☐

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☒ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	NYC Department of City Planning on behalf of City Planning Commission as lead agency
NAME	DATE
Stephanie Shellooe, AICP	June 27, 2023

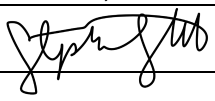
SIGNATURE 

Figure 1
Project Location

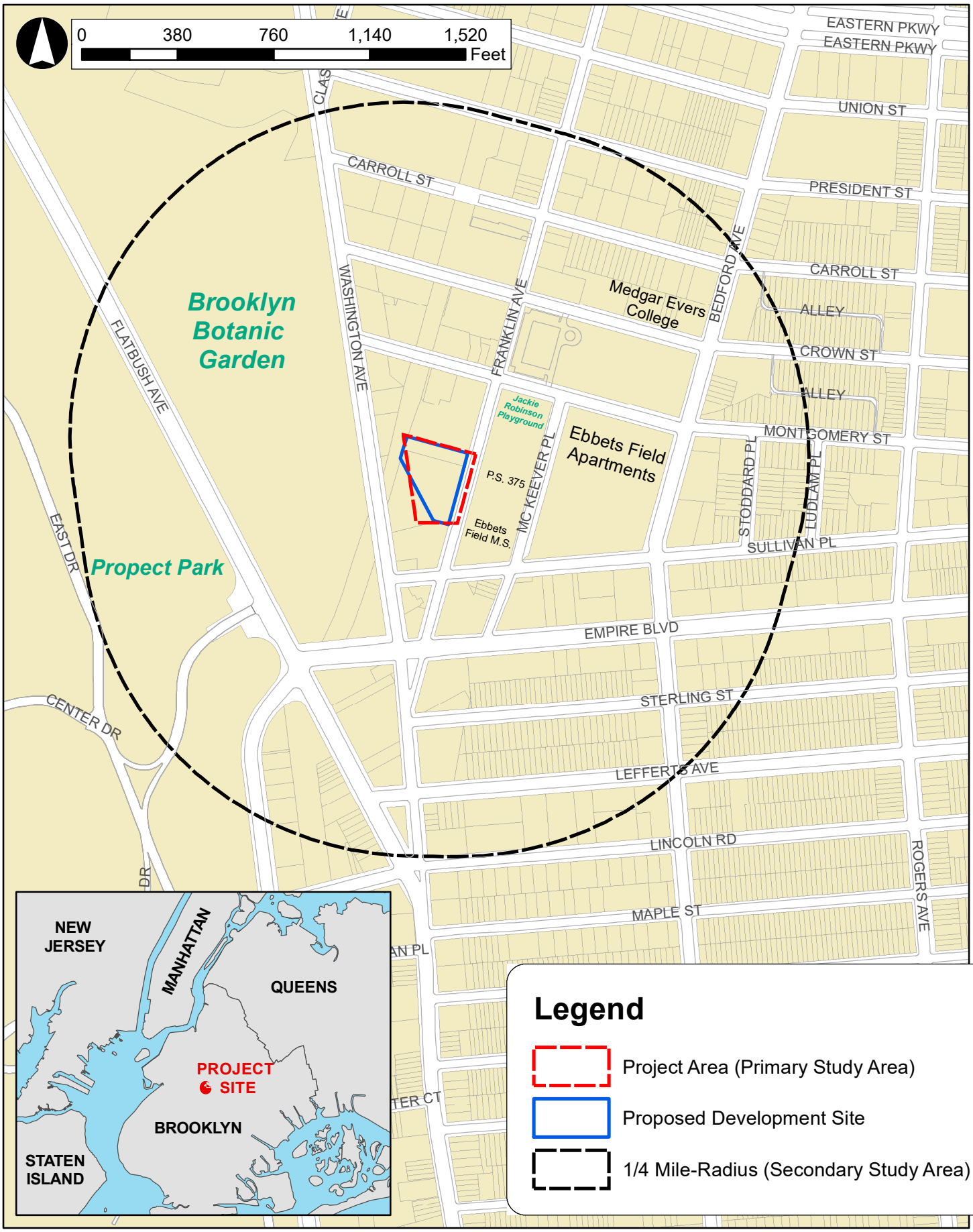
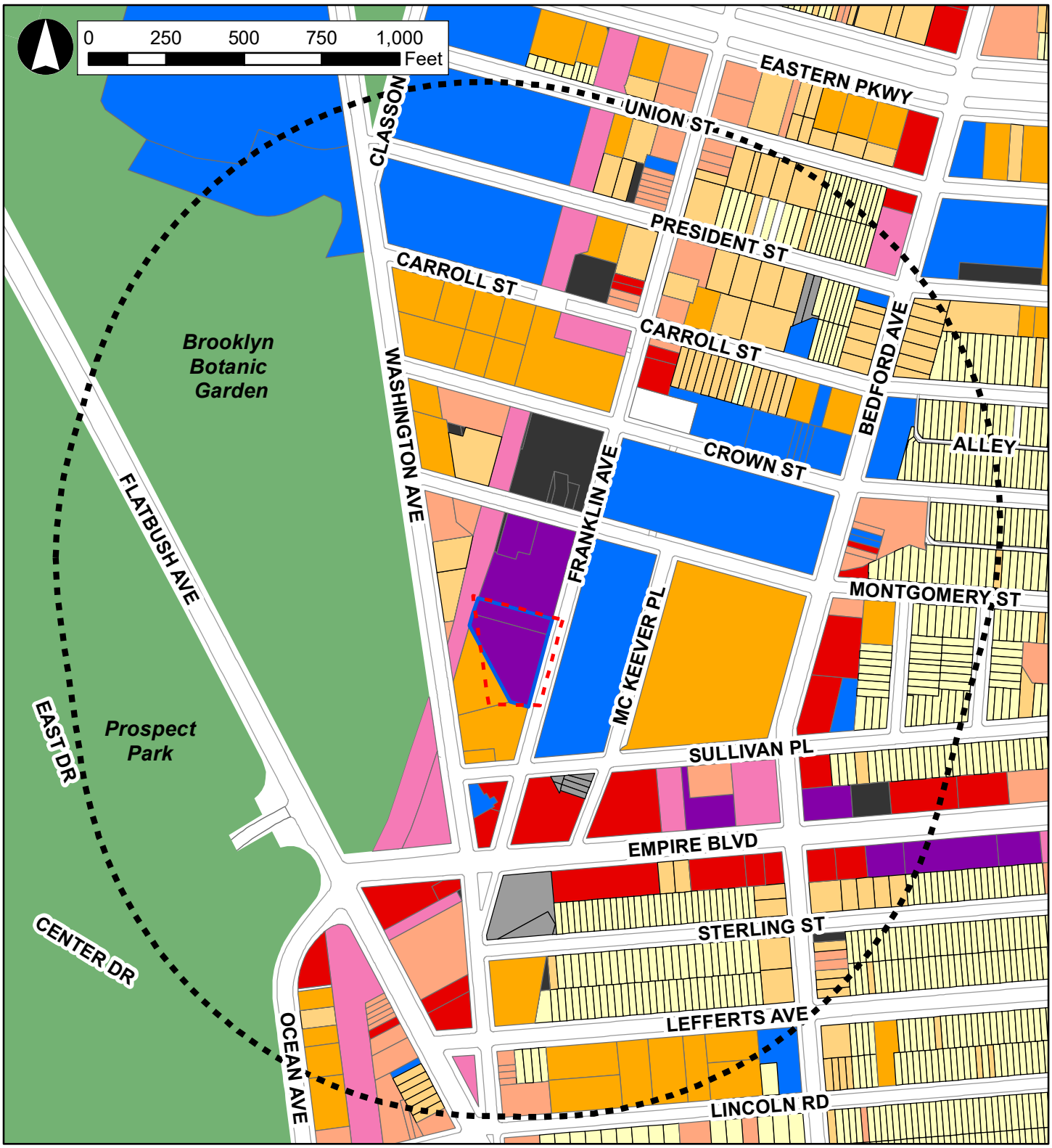


Figure 2
Land Use



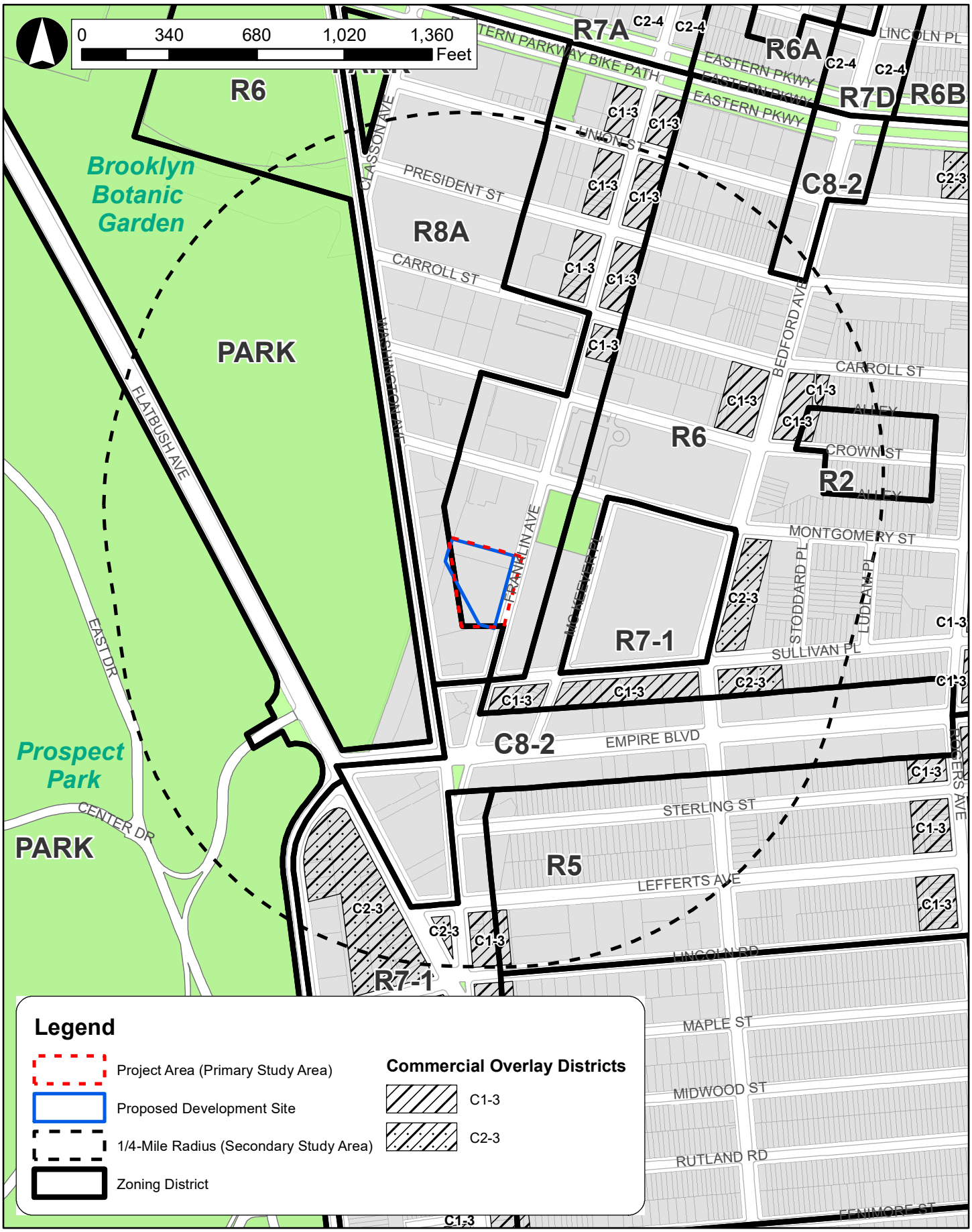
Legend

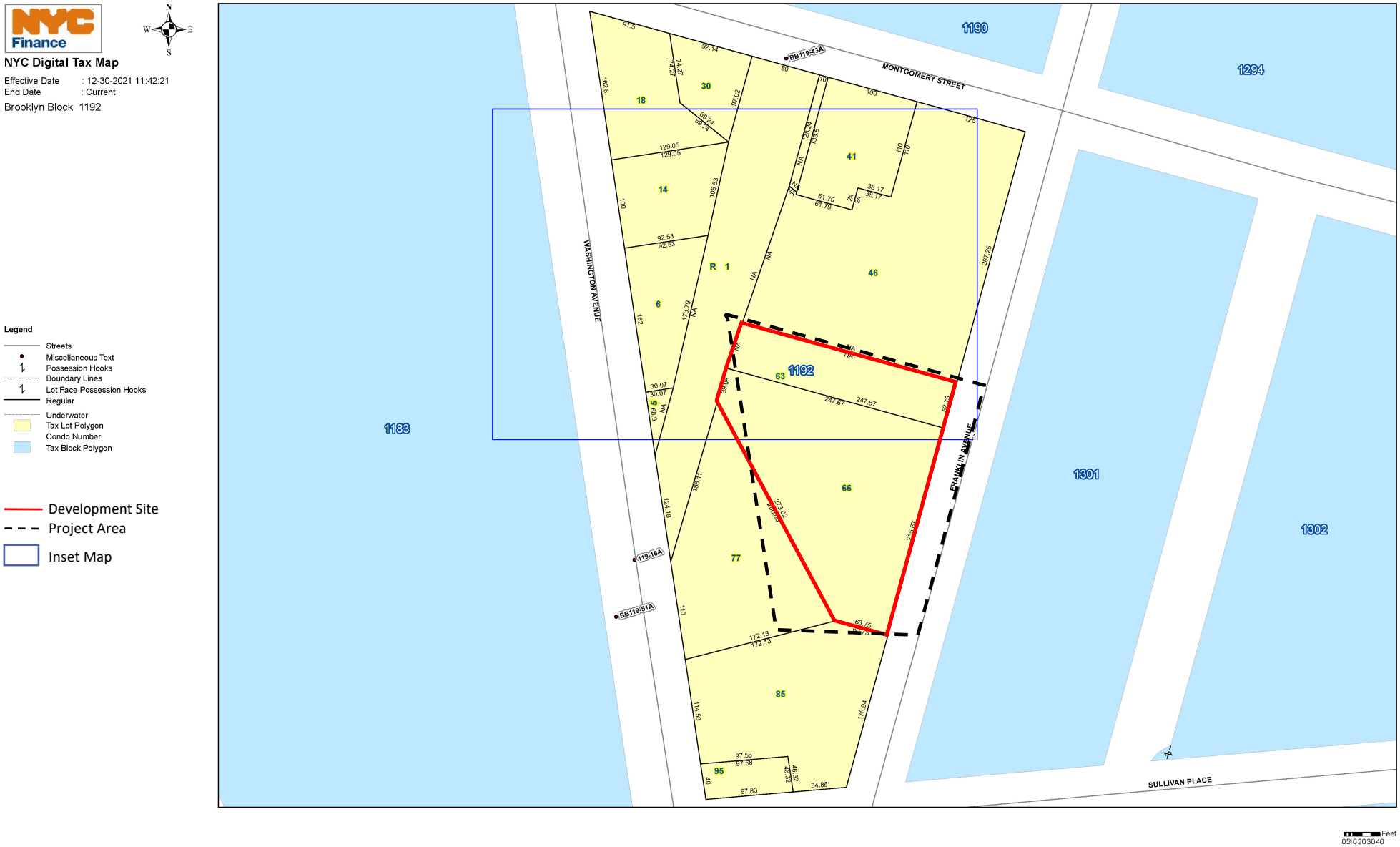
- Project Area (Primary Study Area)
- Proposed Development Site
- 1/4 Mile Radius (Secondary Study Area)

LandUse

- All Others and No Data
- One and Two Family Buildings
- Multi-Family Walkup Buidlings
- Multi-Family Elevator Buildings
- Mixed Commercial/ Residential Buildings
- Commercial/ Office Buildings
- Industrial
- Transportation/ Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land

Figure 3
Zoning Map





962-972 Franklin Avenue Rezoning

Figure 4
Tax Map



1. Looking southwest from Franklin Avenue towards the Proposed Development Site (Lots 63 and 66).



2. Looking northwest from Franklin Avenue towards the Proposed Development Site (Lots 63 and 66).



3. Looking south from Lot 63 along Franklin Avenue.



4. Looking north from Lot 66 along Franklin Avenue.

Photos: 10/2022

Figure 6
Site Photo Location Map



Legend

Project Area (Primary Study Area)

Development Site

1 → Photo Location

Attachment A

Project Description

962-972 Franklin Avenue Rezoning EAS
Attachment A: Project Description

I. INTRODUCTION

This EAS considers the discretionary actions requested by Franklin Ave. Acquisition LLC ("the Applicant") that would facilitate the development of a mixed-use residential and commercial building at 970 Franklin Avenue (Block 1192, Lots 63 and 66) (the "Proposed Development Site"). The Proposed Development Site is located on the block bound by Montgomery Street, Franklin Avenue, Sullivan Place, and Washington Avenue, on the eastern side of the Franklin Avenue subway shuttle right-of-way, in the Crown Heights neighborhood of Brooklyn Community District (CD) 9. As shown in **Figure A-1**, the Proposed Development Site is located within the larger Project Area which consists of Block 1192, parts of Lots 1, 46, 63, 66, 77, and 85.

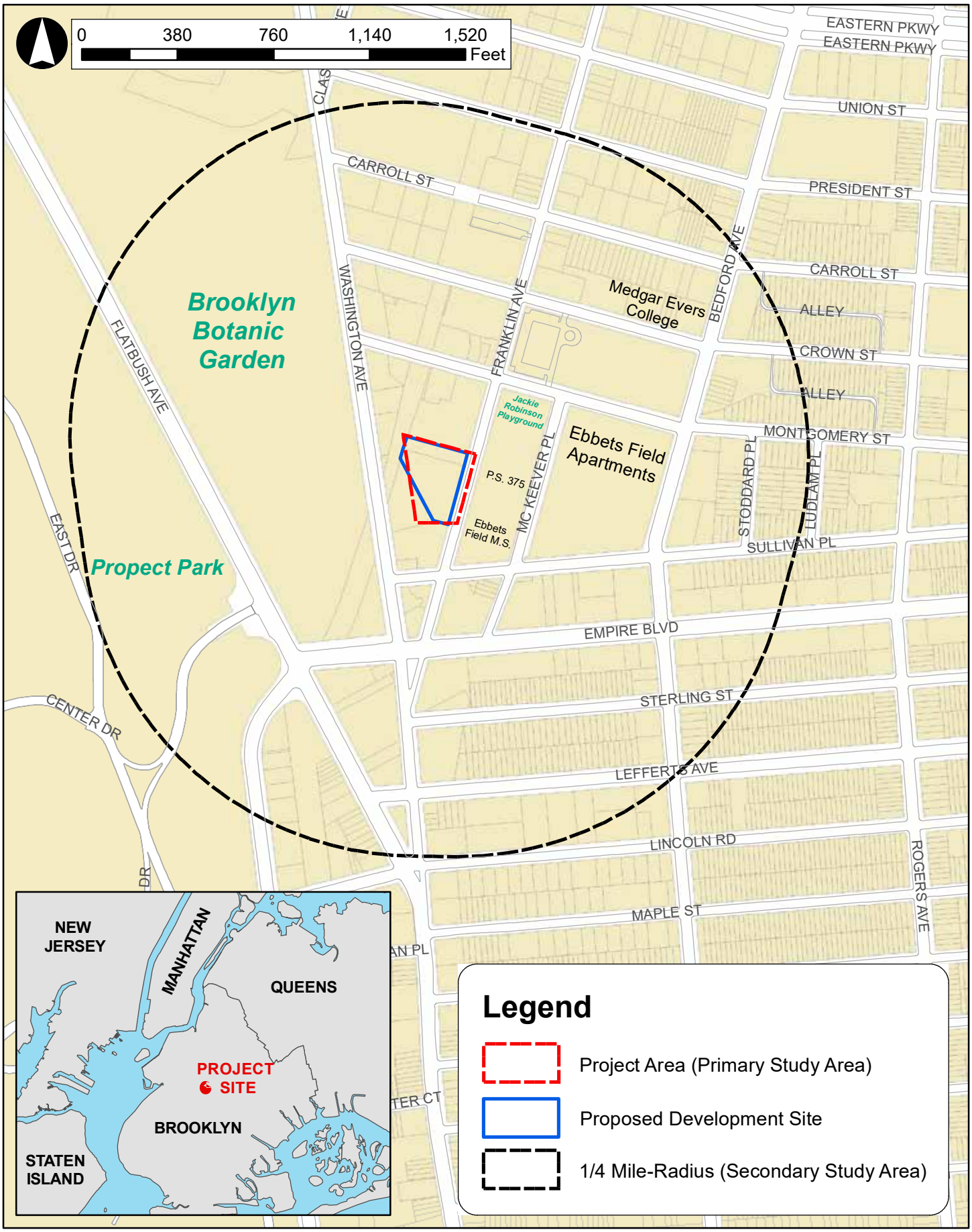
The Proposed Actions consist of a zoning map amendment, zoning text amendment, and special permit. The Proposed Actions are outlined below.

1. The proposed zoning map amendment, which would extend the existing R8A zoning district and rezone the Project Area from R6A to R8A with a C2-4 commercial overlay (mapped in the Project Area within 100 feet of Franklin Avenue), would increase the permitted FAR in the Project Area, allowing for additional development of residential uses and for the development of commercial uses that would not be permitted under existing conditions.
2. The proposed zoning text amendment would designate the Project Area as a Mandatory Inclusionary Housing Area (MIH).
3. A special permit would be required pursuant to ZR section 74-533 to waive the parking requirements per ZR section 25-23. The requested parking reduction would facilitate the development of additional affordable housing in a development site located within a transit zone. Parking would be required for 40 percent of the non-income restricted units, with a total of approximately 143 required parking spaces. Parking for approximately 20 percent of the proposed market-rate dwelling units would be provided (approximately 71 spaces). As such, 71 parking spaces would be waived by the requested special permit. It should be noted that no parking would be required for the income-restricted units under MIH zoning.

Approval of the Proposed Actions would facilitate the development of a 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-used residential and commercial building containing 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH, 8,128 gsf of local retail space, 27,349 gsf of parking area, 2,752 gsf of loading area, and approximately 13,920 gsf of mechanical/storage space (the "Proposed Project"). The proposed affordable housing would help to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan. As described above, the Proposed Project would be constructed on underbuilt and vacant land near public transportation and other public amenities.

Parking for approximately 20 percent of all market-rate units would be provided at the Proposed Project (approximately 71 parking spaces). The accessory parking garage would be accessed via a curb cut on Franklin Avenue.

Figure A-1
Project Location



It is expected that the Proposed Project would be constructed over an approximately 30-month period following project approval, with completion and occupancy expected to occur in 2026.

This attachment provides a detailed description of the Proposed Actions, including project background, project purpose and need, site description, project description, and the governmental approvals required. The supplemental analyses following this attachment examine the potential for the Proposed Actions to result in significant adverse environmental impacts in any technical area of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*.

II. BACKGROUND AND EXISTING CONDITIONS

The Proposed Rezoning Area (the "Project Area") is located on the eastern portion of tax block 1192 in the Crown Heights neighborhood of Brooklyn Community District 9. It is bounded by Montgomery Street to the north, Franklin Avenue to the east, and the Franklin Avenue Shuttle right-of-way to the west. The Proposed Rezoning Area comprises portions of tax lots 1, 46, 63, 66, 77, and 85.

Within the Project Area, the Applicant proposes to redevelop Lot 63 located at 962 Franklin Avenue, and Lot 66 located at 972 Franklin Avenue. Together these lots comprise the 53,257 sf Proposed Development Site[1]. The Proposed Development Site has approximately 288 feet of frontage along Franklin Avenue.

Land Use

The Development Site

Golombeck has operated to the north of the Proposed Development Site on Lots 41 and 46 from approximately 1955 to present as a spice warehouse, processing and distribution facility. Lot 63 is occupied by a one-story 12,968 gsf warehouse building that is part of the larger spice warehouse facility.

Per a survey obtained by the Applicant, Lot 66 is a 40,277-sf lot that has remained predominantly vacant since 1961. Prior uses on the southern portion of the site includes tennis courts from 1951 to 1961; the Rubel Corporation's ice production and distribution facility from 1932 to 1951; and Flatbush Hygienic Ice Company's ice production and distribution facility from 1908 to 1932.

There are three existing curb cuts along Franklin Avenue. Not all curb cuts are used for site access on a regular basis at present. Only the northernmost curb cut on Franklin Avenue leads to a loading dock along Franklin Avenue (Lot 63). The other two curb cuts lead to the vacant Lot 66.

The Balance of the Project Area

The Project Area also includes portions of four lots not owned or under the control of the Applicant, including: part of Lot 1 (approximately 251 sf or less than one percent of the 32,461 sf lot), part of Lot 46 (approximately 555 sf or one percent of the 54,131 sf lot), part of Lot 77 (approximately 6,969 sf or 25.3 percent of the 27,479 sf lot), and part of lot 85 (approximately 186 sf or 0.6 percent of the 28,123 sf lot), as shown in **Table A-1**. These properties, located partially within the Project Area, are occupied by the

[1] Lot areas for the Proposed Development Site are based on a survey obtained by the Applicant.

following land uses:

- Lot 1 is a 32,461-sf rectangular property which contains the MTA's Franklin Avenue subway shuttle right-of-way, an open-cut subway line that transects Block 1192 from Montgomery Street to Washington Avenue. Approximately 251 sf of the larger lot is located within the Project Area. As this tax lot is owned by the MTA, it is unlikely to be developed as a consequence of the Proposed Actions.
- 124 Montgomery Street (Lot 46) is an irregularly shaped 54,131 sf corner lot partially located within the Project Area. Approximately 555 sf of lot area (less than one percent of the total lot area) is located within the Project Area. Therefore, it is unlikely the property would be redeveloped as a result of the Proposed Actions.
- 1015 Washington Avenue (Lot 77) is a 27,479 sf trapezoidal property partially located within the Project Area. Lot 77 is occupied by a six-story, 95,000 gsf multi-family residential building, which represents a built FAR of 3.14. The current residential building contains 90 dwelling units constructed before 1974. Although Lot 77 is developed to less than the maximum allowable FAR under the R8A zoning (6.02 FAR), it is unlikely the property would be redeveloped since only a small portion (25.3 percent) of the site would be rezoned as a consequence of the Proposed Actions.
- 1035 Washington Avenue (Lot 85) is a 28,123 sf irregular shaped property partially located within the Proposed Rezoning Area. Lot 85 is occupied by a six-story, 117,250 gsf multi-family residential building which represents a built FAR of 3.79. The current residential building contains 104 dwelling units constructed before 1974. Although Lot 85 is developed to less than the maximum allowable FAR under the R8A zoning (6.02 FAR), it is unlikely the property would be redeveloped as only a small portion (0.6 percent) of the site would be rezoned as a consequence of the Proposed Actions.

TABLE A-1
Percentage of Lot Area Within the Existing R6A Zoning District (Project Area)

Block	Lot[1]	Address	Total Lot Area (SF)[2]	Square Footage of Lot Within Proposed Rezoning Area (SF)	Percentage of Lot Located Within the Existing R6A Zoning District (the Project Area) (%)
1192	1	Washington Avenue (MTA Right-of-Way)	32,461	251	<1%
	46	124 Montgomery Street	54,131	555	1%
	63	962 Franklin Street	12,980	12,851	99%
	66	972 Franklin Street	40,277	38,666	99%
	77	1015 Washington Avenue	27,479	6,969	25%
	85	1035 Washington Avenue	28,123	186	<1%

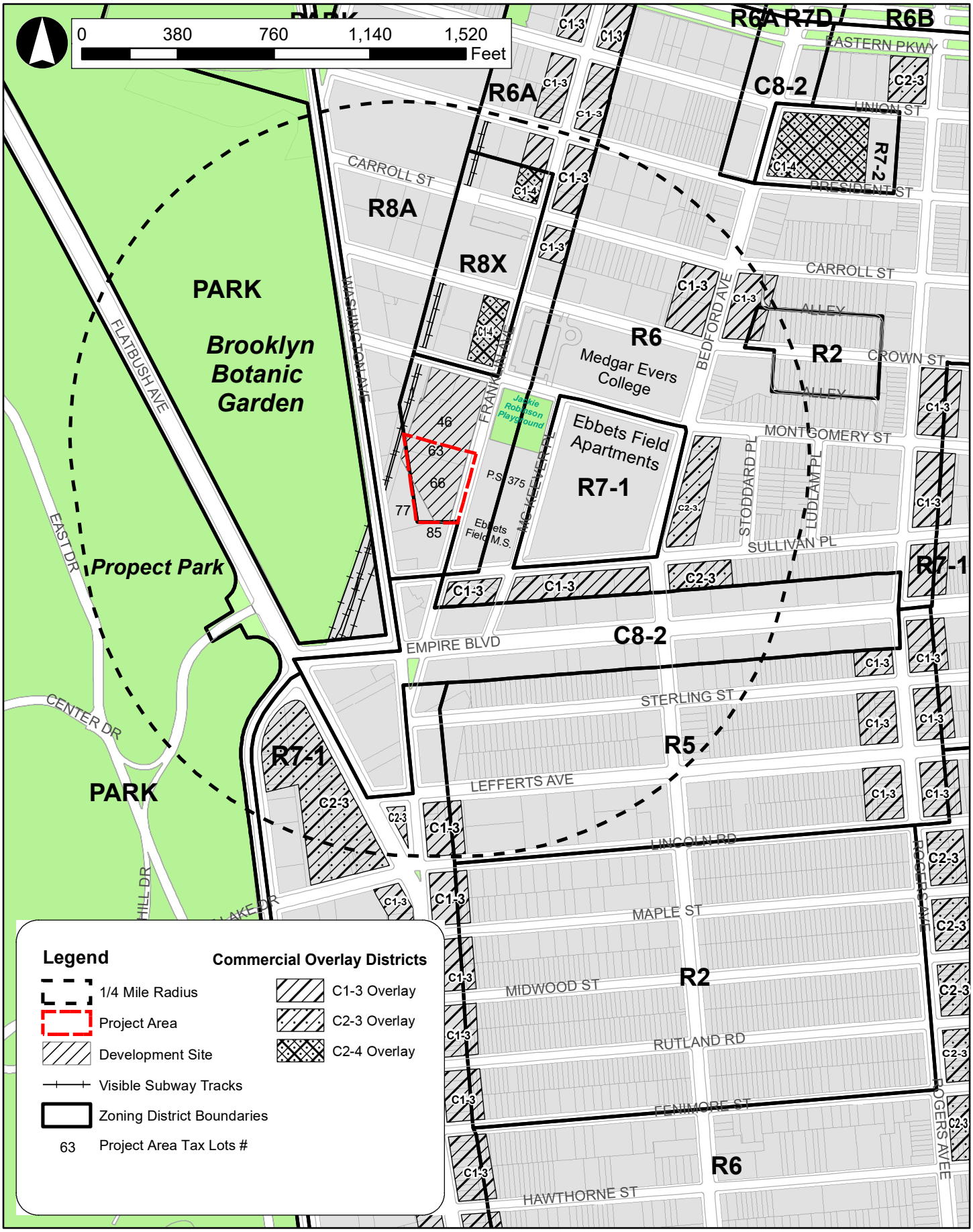
[1]The shaded rows represent the Development Site.
[2]Lot area comes from PLUTO data (lots 1, 77 and 85) and from a topographic survey (the Proposed Development Site).

As described below, the Proposed Actions would not be expected to result in new development on Lots 1, 46, 77 or 85.

Zoning

The Proposed Development Site is primarily located within an R6A zoning district. As described above, small portions of the lots located within the Project Area are located within the R6A zoning district. The majority of Lots 1, 77, and 85 and small portions of Lots 63 and 66 are zoned R8A (Refer to **Figure A-2**).

Figure A-2
Existing Zoning



R6A

R6A zoning districts are medium-density contextual districts where Quality Housing bulk regulations are mandatory. R6A districts permit a maximum FAR of 3.0 with a minimum base height of 40 feet, a maximum base height of 60 feet (65 feet with a qualifying ground floor), and a maximum building height of 70 feet (75 feet with a qualifying ground floor). Parking is required for 50 percent of the market-rate dwelling units in R6A zoning districts.

R8A

R8A zoning districts are high-density contextual districts where Quality Housing bulk regulations are mandatory. R8A districts permit a maximum residential FAR of 6.02, and a total maximum FAR for projects with community facility uses of 6.5. The R8A permits a minimum base height of 60 feet, a maximum base height of 85 feet (95 feet with a qualifying ground floor), and a maximum building height of 120 feet (125 feet with a qualifying ground floor). Parking is required for 40 percent of dwelling units in R8A zoning districts.

Under Inclusionary Housing, the R8A district permits a maximum FAR of 7.20 with a minimum base height of 60 feet, a maximum base height of 105 feet, and a maximum building height of 140 feet (145 feet with a qualifying ground floor). Parking is required for 40 percent of dwelling units in R8A zoning districts.

As shown in **Figure A-2,** an R6A zoning district is mapped across most of the Development Site. However, portions of the Project Area are already mapped with an R8A zoning district. As described above, the existing zoning district boundaries create split lot conditions for the following tax lots: 1, 63, 66, 77, and 85. As shown in **Table A-1**, the vast majority of the Proposed Development Site is located within the boundaries of the existing R6A/proposed R8A zoning district extension (99 percent of Lots 63 and 66). Only a small portion of Lots 1, 46, 77 and 85 would be rezoned as a result of the Proposed Actions, with approximately one percent of Lot 46, 25 percent of Lot 77 and less than one percent of Lot 85 being located within the rezoning area. Less than one percent of Lot 1 would be located within the Project Area and this property is an open subway cut for the MTA's Franklin Avenue subway shuttle. Therefore, it is not likely to be redeveloped as a result of the Proposed Actions.

1991 Contextual Rezoning

In 1991, the Project Area was rezoned in conjunction with a Department of City Planning rezoning of a 13-block area bounded by Eastern Parkway, Washington Avenue, Sullivan Place, and a line 100 feet east of Franklin Avenue, pursuant to ULURP No. C910293 ZMK. The application rezoned R6 and R8 districts and a 150-foot-deep C1-3 commercial overlay to contextual R6A and R8A districts and lessened the C1-3 overlay to a 100-foot depth. The rezoning was intended to encourage mid-rise, high coverage buildings, and to prevent incursion of commercial uses in the residential mid-blocks. The 1991 rezoning effort was City Planning's response to area conditions in 1991, namely, to encourage contextual residential development. The Proposed Development Site is currently zoned R6A, which allows for medium-density residential (Use Group 1 and 2) and community facility uses (Use Groups 3 and 4). Commercial and industrial/manufacturing uses are not permitted. Development is governed by Quality Housing regulations.

ZQA and MIH

On September 21, 2015, the CPC certified into ULURP (i) the Zoning for Quality and Affordability text amendment ("ZQA") under ULURP No. N160049ZRY, and (ii) the Mandatory Inclusionary Housing text amendment ("MIH") under ULURP No. N160051ZRY. The ZQA text amendment allows modest five, ten or fifteen-foot height increases in certain zoning districts to allow for buildings with desirable high-ceilinged ground floor retail space, to allow for variety in building envelopes, to reduce parking

requirements for buildings providing affordable housing under the Inclusionary Housing program in certain transit-rich areas, and to accommodate all permitted floor area in the permitted bulk envelope, particularly in buildings providing affordable housing under the Inclusionary Housing program. The MIH text amendment makes the Inclusionary Housing program mandatory in certain districts to facilitate the production of affordable housing. On February 2, 2016, the New York City Planning Commission approved the text amendments with modifications. On March 22, 2016, the City Council approved the text amendments.

960 Franklin Avenue Rezoning

The Project Area was part of the previous 960 Franklin Avenue Rezoning proposal (C200184 ZMK, C200186 ZSK, C200187 ZSK, and N200185 ZRK) (CEQR No. DCP095K). The application included a zoning text amendment, zoning map amendment, and several special permits to rezone Block 1192, Lots 40, 41, 46 and portions of Lots 1, 63, 66, 77, and 85 to R9D/C2-4 to facilitate the development of two 39-story mixed-use towers (424 and 421 feet tall north and south towers, respectively) including 1,478 DUs, 21,183 gsf of local retail space, 9,678 gsf of community facility space, and parking for approximately 16 percent of all market-rate dwelling units (approximately 128 spaces). The application was disapproved by the City Planning Commission (CPC) in September 2021.

Topography

The topography of the project site slopes downwards from Montgomery Street toward the southern edge of the property. Existing elevations in the vicinity of the property generally range from approximately 92 feet at the Project Area's northeastern corner to approximately 86 feet near Franklin Avenue at the southern edge of the property (as measured in North American Vertical Datum of 1988 (NAVD 88)).

Neighborhood Context

The area immediately north of the Proposed Development Site contains several multi-story buildings totaling 107,744 gsf, including an office building, a former boiler building, as well as buildings which contain spice warehousing and spice processing uses. In addition, a decommissioned smokestack is located north of the Proposed Development Site.

Prior uses to the north of the Proposed Development Site include: Burton Dixie Corporation, a manufacturer of mattresses and cotton felts, from 1932 to 1955; and Consumers Park Brewery, a brewery with cold storage and bottling of beverages from 1908 to 1932. The buildings on Lots 41 and 46 have been determined eligible for listing on the New York State/National Registers (S/NR), but the NYC Landmarks Preservation Commission (LPC) has indicated that the buildings do not meet their criteria for designation.

The Project Area is located in the Crown Heights neighborhood of Brooklyn. Nearby neighborhoods include Prospect-Lefferts Gardens and Prospect Heights, and the Project Area is also located just east of Prospect Park and the Brooklyn Botanic Garden. During the past several years, the neighborhood has experienced considerable residential growth. The secondary study area, located within a radius of approximately a quarter-mile of the Project Area, is primarily residential and institutional, but also accommodates some commercial/office space, transportation uses, open space resources, and vacant land.

The quarter-mile study area is comprised of predominately residential buildings (67.9 percent of buildings in the secondary study area) with several institutions/public facilities (13.3 percent of buildings) and mixed commercial and residential buildings (10.3 percent of floor area in the secondary study area). Additionally,

industrial and manufacturing buildings comprise approximately 3.3 percent of the buildings in the secondary study area (see **Figure 3, "Land Use Map"**). The approximate quarter-mile radius around the Project Area also accommodates smaller amounts of commercial/office space (3.7 percent of the total building area), and open space (0.9 percent of the total building area).

Approximately 10.0 percent of lot area and 4.4 percent of buildings in the quarter-mile study area is comprised of public facilities and institutions. P.S. 241 Emma L. Johnston (976 President Street), P.S. 375 Jackie Robinson School/M.S. 352 Ebbets Field (46 McKeever Place) and the City University of New York's (CUNY's) Medgar Evers College campus (1637 Bedford Avenue) are located within a quarter-mile of the proposed rezoning area.

Additionally, several religious institutions are located within an approximate quarter-mile radius of the Project Area. The Full Gospel Assembly Pentecostal Church (836 Franklin Avenue) is located four blocks north of the Project Area. The Ebenezer Haitian Baptist Church (1594 Bedford Avenue), the Kingdom Hall of Jehovah's Witnesses (1032 Carroll Street), and the Full Gospel Assembly of God (131 Sullivan Place) are located in the eastern section of the secondary study area. Grace Reformed Church (1800 Bedford Avenue) and the Gospel Truth Church of God (1055 Washington Avenue) are located in the quarter-mile study area to the south of the Project Area.

Additional institutions in the quarter-mile study area include the Brooklyn Museum (200 Eastern Parkway) at the northwestern limits of the proposed rezoning area; the Five Block Day Care Center (955 Carroll Street) to the east of the proposed rezoning area; and, the Institute for Community Living Inc. (516 Flatbush Avenue), a 20-bed congregate community residence for individuals who are diagnosed with co-occurring psychiatric and substance abuse disorders is located at the southern limits of the study area. The Bedford-Union Armory (1555 Bedford Avenue) is located just beyond the limits of the quarter-mile study area boundary to the northeast of the Project Area.

There are also several large open space resources within the secondary study area. A portion of Prospect Park, including the Prospect Park Zoo (450 Flatbush Avenue), is located in the southwestern section of the quarter-mile study area. A majority of the Brooklyn Botanic Garden, including the Science Center (109 Montgomery Street), is also located within the quarter-mile study area, to the west of the Project Area. To the northwest of the Project Area is the 1.36-acre Dr. Ronald McNair Park, bounded by Eastern Parkway, Classon Avenue, and Washington Avenue.

The residential buildings in the area surrounding the Proposed Rezoning Area vary greatly, ranging in height and density from two-story, semi-detached houses, to six-story apartment buildings, to the seven 25-story Ebbets Field Houses apartment buildings containing approximately 1,300 dwelling units at 1720 Bedford Avenue in the eastern portion of the study area. Tivoli Towers, located at the northern limits of the study area, is a Mitchell-Lama residential complex built in the 1970s, consisting of 33 stories (297 feet high) and approximately 321 dwelling units.

III. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions include a zoning map amendment, zoning text amendment, and a special permit to reduce the required parking for market-rate dwelling units. These actions are detailed below.

Zoning Map Amendment

The proposed zoning map amendment, which would rezone the Project Area from R6A to R8A with a C2-4 commercial overlay mapped within 100 feet of Franklin Avenue, would increase the permitted FAR in the Project Area (see **Figure A-2** for boundaries of the Project Area/Proposed Rezoning Area), allowing for development of more residential and commercial uses than could be provided under existing conditions. As shown in **Figure A-2**, the northern boundary of the Project Area would be approximately 285 feet south of Montgomery Street and would extend from the centerline of Franklin Avenue to the right-of-way of the Franklin Avenue shuttle to the western side of the right-of-way. The eastern boundary would extend along Franklin Avenue from a point approximately 285 feet south of Montgomery Street to a point approximately 150 feet north of Sullivan Place. The southern boundary of the Project Area would extend west from Franklin Avenue in a line that runs parallel to and approximately 150 feet north of Sullivan Place to a point approximately 100 feet east of Washington Avenue. The western boundary of the Project Area would run parallel to and 100 feet east of Washington Avenue from a point approximately 150 feet north of the Sullivan Place centerline to a point approximately 300 feet west of Franklin Avenue and 285 feet south of Montgomery Street.

The proposed R8A/C2-4 zoning district would allow for the development of a wider range of uses at higher densities and would create opportunities for a more vibrant, mixed-use community, while maximizing space for affordable housing units. Within an R8A/C2-4 district, residential and community facility uses would be subject to the bulk controls of an R8A district and commercial uses would be subject to the bulk controls of a C2-4 district.

Zoning Text Amendment

A zoning text amendment to Section 23-90 (Appendix F) of the ZR is being sought in order to establish the entirety of the Project Area as a MIH area. The proposed zoning text amendment, which would designate the Proposed Rezoning Area as a MIH area, would require the construction of affordable residential units on the Applicant-owned and controlled Proposed Development Site. The City's MIH program specifies that an applicant can choose between Option 1, which requires that 25 percent of the housing must be affordable to households making 60 percent of the AMI for a household of three, and Option 2, which requires that 30 percent of the housing must be affordable to households making 80 percent of AMI for a household of three.

Special Permit to Reduce Required Parking

A special permit would be required pursuant to ZR section 74-533 to waive the parking requirements per ZR section 25-23, which states that parking is required for 40 percent of the non-income restricted units. The Proposed Project would be required to provide approximately 142 parking spaces. Parking for approximately 20 percent of market-rate units in the Proposed Project is being requested (approximately 71 parking spaces). As such, 71 parking spaces would be waived by the requested special permit. It should be noted that no parking would be required for the income-restricted units under MIH zoning.

IV. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The proposed zoning map amendment, which would rezone the area from R6A to R8A with a C2-4 overlay mapped within 100 feet of Franklin Avenue, combined with the text amendment and other requested discretionary actions described above, would facilitate the Proposed Project by increasing the permitted FAR in the Project Area, allowing for the development of more residential space, including approximately 119 units of affordable housing that would be permanently affordable housing through the City's MIH program. The proposed rezoning would also allow for the introduction of new local retail uses within 100 feet of Franklin Avenue.

The proposed zoning text amendment, which would designate the Project Area as a MIH area, would require the construction of affordable dwelling units on the Applicant-owned development site. As described above, the MIH program has two options for applicants to select from, which provide either 25 or 30 percent of the total residential units be made permanently affordable. The creation of new affordable housing would help to address affordable housing goals set forth by the City in *Housing New York: A Five-Borough, Ten-Year Plan*. Further, the 119 units of affordable housing would help to meet the stated goal of Brooklyn Community District 9 in the fiscal year 2023 *Statement of Community District Needs and Community Board Budget Requests* to address the critical need for affordable housing.

The Proposed Project would be constructed on private land in close proximity to public transportation. The inclusion of the proposed C2-4 commercial overlay would extend the existing commercial corridor further south along Franklin Avenue. As a result, it is anticipated that pedestrian activity of the surrounding Crown Heights neighborhood would be drawn south along Franklin Avenue into the Project Area.

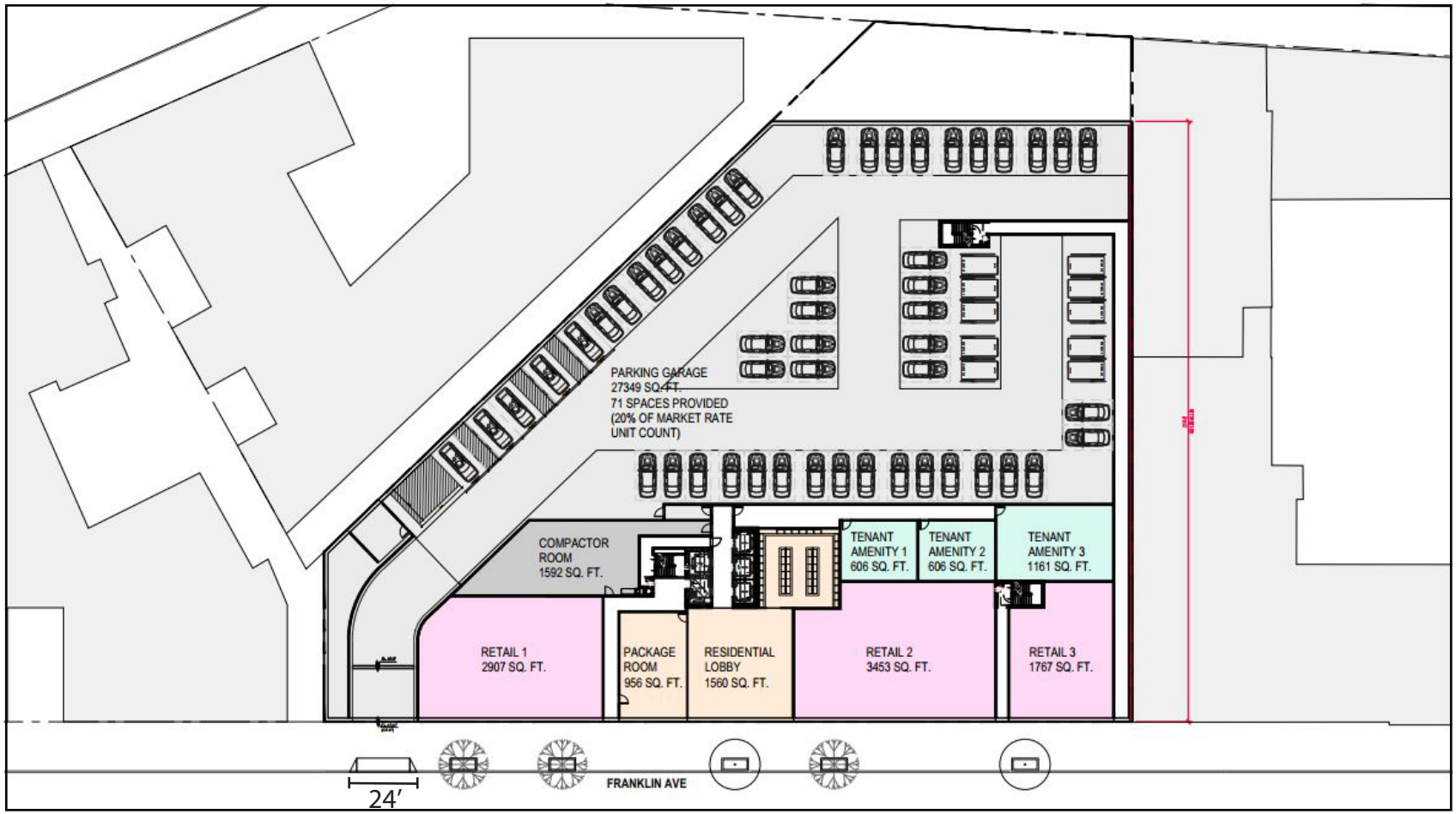
The Proposed Actions would result in the extension of the existing R8A district mapped to the west along Washington Avenue to the Project Area.

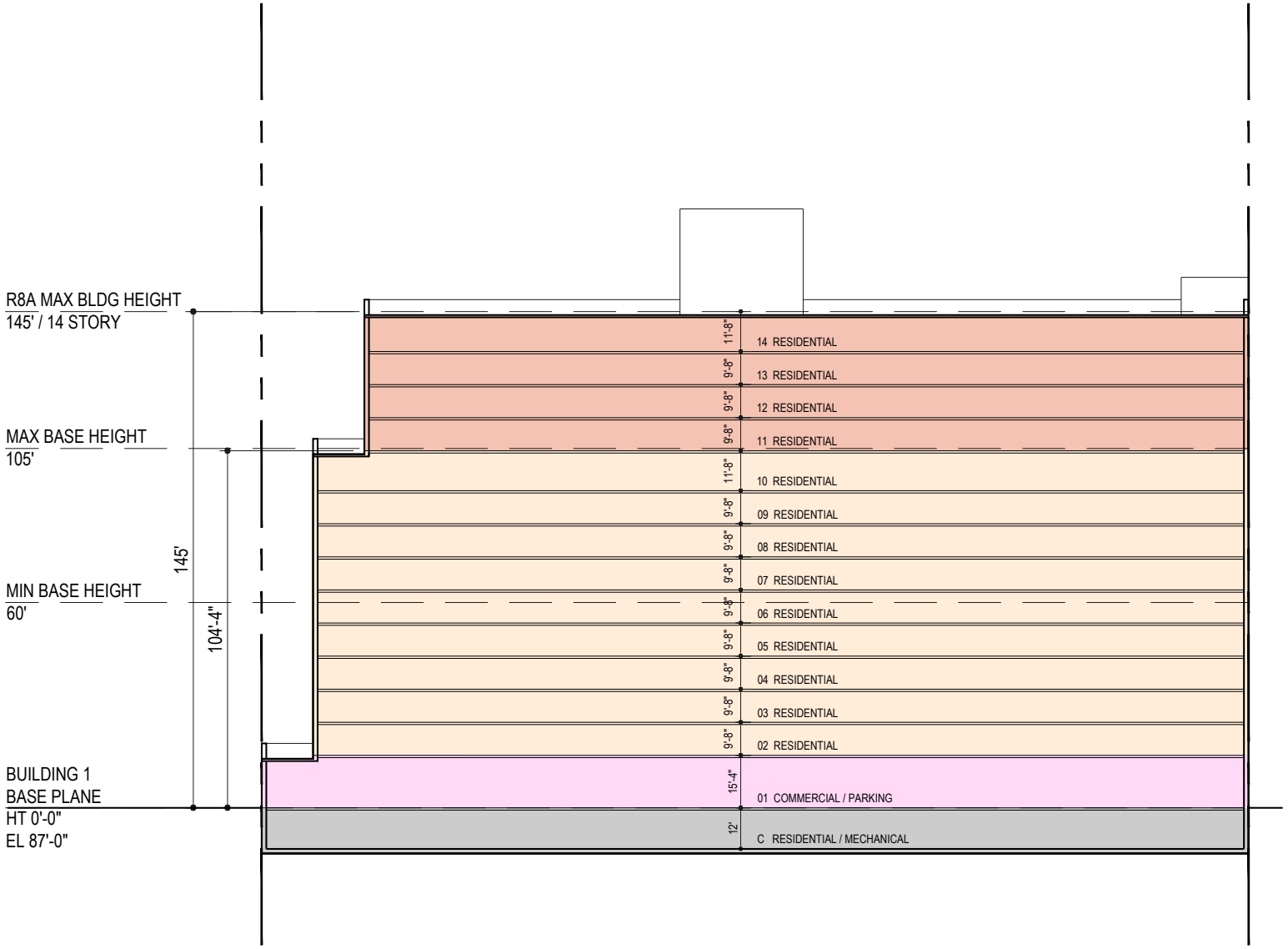
V. DESCRIPTION OF PROPOSED PROJECT

For analysis purposes, it is anticipated that the Proposed Actions would facilitate the development of a approximately 471,495 gsf (383,451 zsf) mixed-use residential and commercial development. The Proposed Project would comprise approximately 419,346 gsf of residential uses, introducing a total of approximately 475 DUs, of which 119 DUs would be permanently affordable pursuant to MIH.

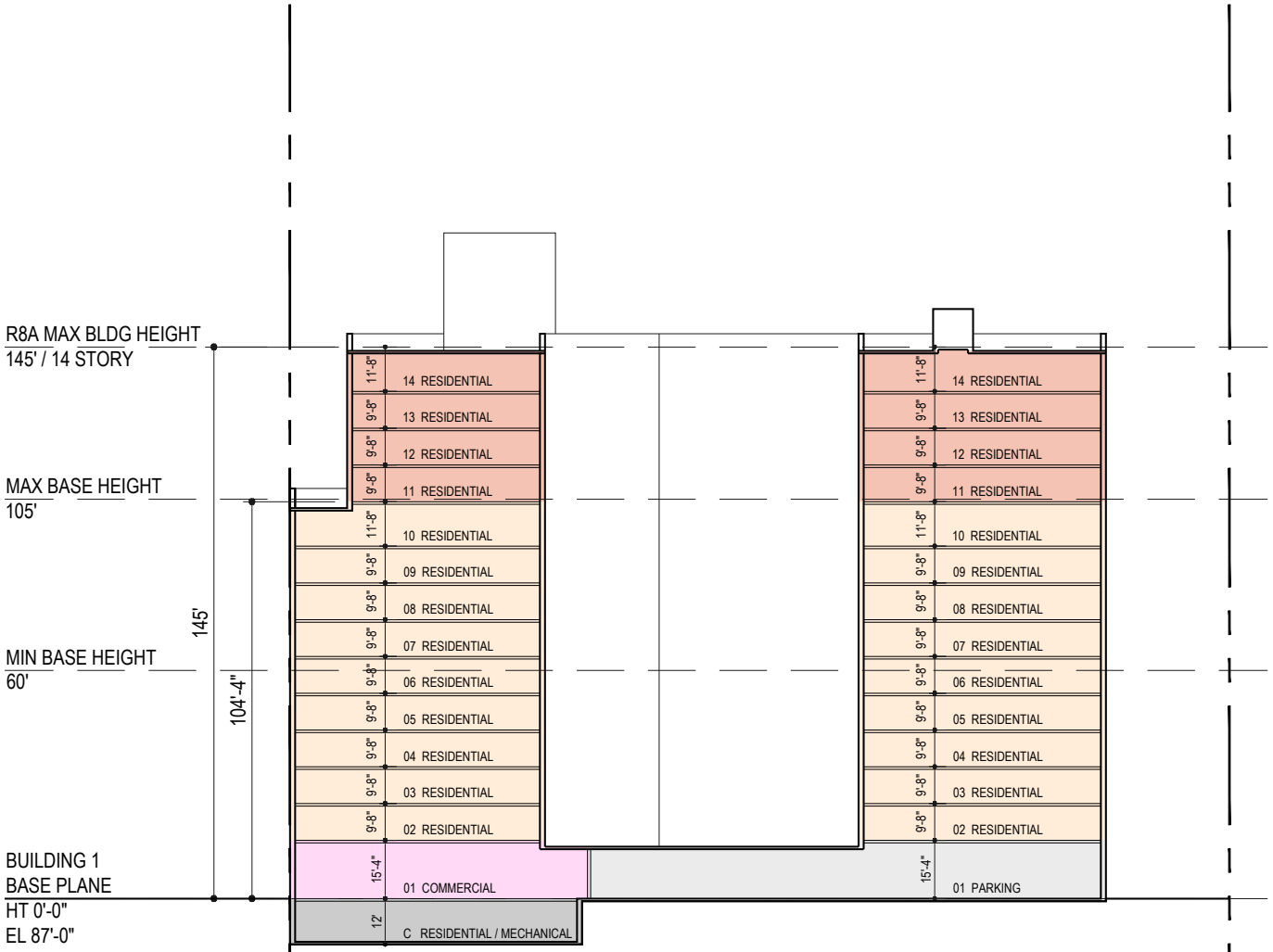
In addition to the residential component, approximately 8,128 gsf of ground floor local retail space would be provided. Approximately 30,101 gsf (parking and loading for approximately 20 percent of market-rate units or 71 parking spaces) would be allocated for parking on the ground- and cellar-levels of the Proposed Project. The remaining 13,920 gsf would be used for mechanical/storage purposes. The accessory parking garage would be accessed via a curb cut on Franklin Avenue.

The Proposed Project would comply with the height, bulk, and setback regulations of the proposed R8A/C2-4 zoning district. The Proposed Project would reach a maximum base height of 105 feet before setting back from street and reaching its maximum height of 145 feet (not including mechanical equipment).


PARKING GARAGE
27349 SQ.FT.
71 SPACES PROVIDED
(20% OF MARKET RATE
UNIT COUNT)
COMPACTOR
ROOM
1592 SQ. FT.
TENANT
AMENITY 1
606 SQ. FT.
TENANT
AMENITY 2
606 SQ. FT.
TENANT
AMENITY 3
1161 SQ. FT.
RETAIL 1
2907 SQ. FT.
PACKAGE
ROOM
956 SQ. FT.
RESIDENTIAL
LOBBY
1560 SQ. FT.
RETAIL 2
3453 SQ. FT.
RETAIL 3
1767 SQ. FT.
24'
FRANKLIN AVE



1 SECTION AA
SCALE: NTS



2 SECTION BB
SCALE: NTS

Development of the Proposed Project would occur in a single phase and would commence as soon as all necessary public approvals are granted. Construction is expected to occur in a single phase over approximately 30 months and be completed in 2026.

VI. ANALYSIS FRAMEWORK

The Proposed Actions would change the regulatory controls governing land use and development at the Development Site. The 2021 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Project's potential effects on the various environmental areas of analysis.

Analysis Year

Construction of the Proposed Project would occur over an approximately 30-month period with an anticipated start date in 2024 with all components complete and fully operational in 2026. Accordingly, the Proposed Project will use a 2026 Build Year for analysis purposes. As the Proposed Project would be operational in 2026, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected 2026 Build Year for the purposes of determining potential impacts. Each technical analysis will provide a description of the "Existing Condition" and assessment of future conditions without the Proposed Project ("Future without the Proposed Actions") and with the Proposed Project ("Future with the Proposed Actions").

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) for the Proposed Development Site was established for both Future No-Action and Future With-Action conditions. The incremental difference between the future No-Action and future With-Action conditions will serve as the basis of the impact category analyses for each technical area. The Applicant's Proposed Project would maximize the allowable FAR and allowable zoning envelope permitted in the requested R8A/C2-4 zoning district. Therefore, the Proposed Project would represent the upper limits of potential development and the impact of the Proposed Actions would be no worse than those considered in each of the technical analyses presented.

The Future Without the Proposed Actions (No-Action)

Absent approval of the Proposed Actions, the Applicant would proceed with as-of-right development on the Proposed Development Site pursuant to filed plans with the Department of Buildings (DOB). The Applicant's No-Action Development would be developed pursuant to the existing R6A zoning. The R6A zoning district permits 3.0 FAR with a maximum base height of 60 feet (65 feet with a qualifying ground floor) and a maximum building height of 70 feet (75 feet with a qualifying ground floor). The Applicant would construct a seven-story residential building containing approximately 168 DUs (177,716 gsf) and 84 accessory off-street parking spaces. The 84 accessory off-street parking spaces would be in compliance with the R6A district's requirement for parking for 50 percent of the building's market-rate units.

Both lots comprising the Proposed Development Site are under the control of the Applicant. The Proposed Development Site (Lots 63 and 66) are predominantly vacant and would be redeveloped pursuant to the

existing R6A zoning. As such, an as-of-right development would be developed on the Proposed Development Site pursuant to the existing R6A zoning under future No-Action conditions.

The Future With the Proposed Actions (With-Action)

Under the With-Action scenario, a mixed-use residential and commercial building would be constructed with a total combined area of approximately 471,495 gsf (372,802 zsf). The Proposed Project would comprise 419,346 gsf of residential uses, introducing a total of 475 DUs, of which 119 DUs would be affordable units pursuant to MIH, and 356 DUs would be market-rate units. An average unit size of 875 gsf per unit is assumed for all dwelling units. In addition to the residential component, approximately 8,128 gsf of local retail space would be included in the Proposed Project on the ground floor. Approximately 30,101 gsf (parking and loading for approximately 20 percent of market-rate units or 71 parking spaces) would be allocated for parking on the ground- and cellar-levels of the Proposed Project. The Proposed Project would have approximately 13,920 gsf of mechanical/storage space.

Possible Effects of the Proposed Actions

Table A-2 provides a comparison of the No-Action and With-Action scenarios of the Proposed Project, identified for analysis purposes. As shown, the incremental (net) change that would result from the Proposed Development is the addition of 307 total dwelling units (238,354 gsf), including 119 affordable dwelling units, 8,128 gsf of local retail uses, and a net decrease of approximately 13 accessory parking spaces. Based on 2020 census data, Brooklyn Community District 9 has an average of 2.52 persons per household. Using this ratio, and other standard ratios for estimating employment, **Table A-2** provides an estimate of the number of residents and workers generated by the Proposed Project.

TABLE A-2
Comparison of No-Action and With-Action Development Scenarios

Use	No-Action Scenario	With-Action Scenario	Increment
Residential			
Market-Rate Dwelling Units	168 (~177,716 gsf)	356 (~314,509.5 gsf)	**+188 (~136,793.5 gsf)**
Affordable Dwelling Units	0	119 (~104,836.5.5 gsf)	**+119 (~**104,836.5**gsf)**
TOTAL	**168 (~177,716 gsf)**	**475 (419,346 gsf)**	**+307 (~241,650 gsf)**
Local Retail	--	8,128 gsf	**+8,128 gsf**
Parking	84 spaces (~46,707 gsf)	71 spaces (30,101 gsf)	**-13 spaces (-16,606 gsf)**
Population/Employment[1]	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Residents	423	1,197	**+774**
Workers	7	43	**+36**

Notes:
[1] Assumes 2.52 persons per affordable DU (based on 2020 U.S. Census data for Brooklyn Community District 9). Estimate of workers is based on standard rates and are as follows: 1 worker per 25 dwelling units; 3 workers per 1,000 sf retail space.

VII. PUBLIC REVIEW PROCESS

The Proposed Project described above is subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as City Environmental Quality Review (CEQR) procedures. Depending on the public funding source for the affordable housing, and the timing of the decision, additional review under the State Environmental Quality Review Act (SEQRA) may be required.

The New York City Charter (the Charter) requires certain actions that are reviewed by the City Planning Commission (CPC) to undergo a Uniform Land Use Review Procedure (ULURP). ULURP is a standardized

procedure whereby applications affecting the land use of the city would be publicly reviewed. The Charter also established mandated time frames within which application review must take place. Key participants in the ULURP process are now the Department of City Planning (DCP) and the CPC, the local community board, the Brooklyn Borough President, the City Council and the Mayor.

Attachment B

Supplemental Screening

962-972 Franklin Avenue Rezoning EAS
Attachment B: Supplemental Screening

I. INTRODUCTION

This Environmental Assessment Statement ("EAS") has been prepared in accordance with the guidance and methodologies presented in the 2021 *City Environmental Quality Review ("CEQR") Technical Manual*. For each technical area, thresholds are defined, which if met or exceeded, require that a detailed technical analysis be undertaken. Using this guidance, preliminary screening assessments were conducted for the proposed actions; to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. For those technical areas that warranted a "Yes" answer in Part II of the EAS Form (refer to Table B-1), supplemental screening assessments of these technical areas are provided in this attachment. The remaining technical areas detailed in the 2021 *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial *CEQR* thresholds and/or are unlikely to result in significant adverse impacts.

The supplemental screening assessments contained herein identified that additional analyses of Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Shadows; Urban Design and Visual Resources; Natural Resources; Water and Sewer Infrastructure; Transportation; Air Quality; Greenhouse Gas Emissions; and Noise are required. These analyses are provided in **Attachments C** through **H**, and the Draft Environmental Impact Statement (DEIS), respectively. Table B-1 presents a summary of analysis screening information for the Proposed Actions.

As described in detail in **Attachment A, "Project Description,"** the Applicant is requesting a zoning map amendment to rezone Block 1192; portions of Lots 1, 46, 63, 66, 77, and 85 from R6A to R8A/C2-4, a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to designate the Project Area as a Mandatory Inclusionary Housing (MIH) Area, and a special permit pursuant to ZR 74-533 to reduce the required parking to facilitate the development of affordable housing. Approval of the Proposed Actions would facilitate the development of a 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-used residential and commercial building containing 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH, 8,128 gsf of local retail, 13,920 gsf of mechanical/storage space, and parking for approximately 20 percent of the market-rate units (approximately 71 spaces across 30,101 gsf of area for parking and loading). The Proposed Project is expected to be constructed, occupied, and fully operational by 2026.

II. LAND USE, ZONING, AND PUBLIC POLICY

A detailed assessment of land use and zoning is appropriate if the proposed actions would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. As the proposed actions include zoning map and text amendments, an assessment of land use, zoning, and public policy is warranted and will be provided in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analysis and methodologies that will be utilized to prepare the land use, zoning, and public policy analysis.

TABLE B-1
Summary of CEQR Technical Areas Screening

CEQR TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	DETAILED ANALYSIS IN EAS	DETAILED ANALYSIS IN DEIS
Land Use, Zoning, & Public Policy				X
Socioeconomic Conditions			X	
Community Facilities		X		
Open Space				X
Shadows				X
Historic & Cultural Resources		X		
Urban Design & Visual Resources			X	
Natural Resources - Jamaica Bay Watershed - Brooklyn Botanic Garden		X		X
Hazardous Materials		X		X
Water and Sewer Infrastructure			X	
Solid Waste & Sanitation Services	X			
Energy	X			
Transportation - Traffic & Parking - Transit - Pedestrians		X X	X	
Air Quality - Mobile Sources - Stationary Sources		X	X	
Greenhouse Gas Emissions				X
Noise			X	
Public Health		X		
Neighborhood Character				X
Construction				X

III. SOCIOECONOMIC CONDITIONS

The *CEQR Technical Manual* states that a socioeconomic assessment should be conducted if an action may be reasonably expected to create socioeconomic changes within the area affected by the action that would not be expected to occur without the action. In accordance with CEQR guidance, a socioeconomic analysis considers five specific elements that can result in significant adverse socioeconomic impacts: (1) direct displacement of residential populations from a development site; (2) direct displacement of existing businesses or institutions from a development site; (3) indirect displacement of residential populations in a study area; (4) indirect displacement of businesses or institutions in a study area; and (5) adverse effects on specific industries.

As indicated on the EAS Form, the Proposed Actions can be screened out from any consideration of direct displacement of existing residential populations and businesses/institutions. The Proposed Development Site does not contain any residential uses. The Proposed Development Site is currently comprised of a one-story, approximately 12,968 gsf warehouse building (Lot 63) that is part of the larger spice warehouse facility on Lots 41 and 46 north of the Proposed Development Site. Lot 66 is vacant. The warehouse does not employ 100 or more workers. Therefore, the Proposed Actions would not directly displace more than 100 employees or a business whose products or services are uniquely dependent on its location. Moreover, the Proposed Actions would not directly displace a business that is the subject of policies or plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location. Additionally, as noted above, in the future No-Action condition, the warehouse on Lot 63 would be demolished in order to develop the site with an as-of-right residential building. As such, there would be no direct business displacement related to the Proposed Actions, and no further analysis is required.

The Proposed Actions can also be screened out from any consideration of indirect business displacement or adverse effects on specific industries, per the EAS Form. The Proposed Actions would introduce less than the 200,000 sf CEQR threshold warranting assessment of indirect business displacement due to market saturation. Additionally, the Proposed Actions would not result in any effects on any specific industries, such as introducing a new concentration of a specific industry, affecting an area where a specific industry is concentrated, or indirectly substantially reduce employment in or impair the economic viability of a specific industry. Therefore, no assessment is warranted.

The Proposed Actions and associated RWCDS would introduce a net residential increment of 475 DUs (up to approximately 119 affordable units), which exceeds the CEQR threshold of 200 units. A preliminary analysis of indirect residential displacement is provided in **Attachment C, "Socioeconomic Conditions."** As discussed therein, the Proposed Actions would not result in significant adverse indirect residential socioeconomic impacts.

IV. COMMUNITY FACILITIES

Potential direct or indirect effects of a proposed action can trigger the need for analysis of community facilities. Direct effects occur if a project would "physically alter a community facility, whether by displacement or other physical change." Indirect effects occur if a project would add population to an area, which may potentially affect service delivery. While no community facilities would be directly displaced by the Proposed Actions and subsequent development, the Proposed Actions would facilitate the development of up to 475 residential units (including 119 affordable DUs). The *CEQR Technical Manual* provides density thresholds, which are used to make an initial determination of whether detailed studies are necessary to determine potential indirect impacts. These density thresholds are summarized in **Table B-2**.

Public Schools

The Proposed Actions are not expected to generate more than 50 elementary and intermediate school students or 150 high school students, which are the *CEQR Technical Manual* thresholds for analysis, and therefore a detailed assessment of the potential impacts of the proposed actions on public schools is not

warranted. The New York City School Construction Authority (SCA) recently released new Projected Public School Ratios data as part of the documents used in drafting the DOE/SCA Fiscal Year (FY) 2020-2024 Capital Plan (February 2019). According to this data, multipliers for primary and intermediate schools have been refined to reflect how many pupils are generated by new housing at the community school district level based on the 2010 Decennial Census, housing completions from the Department of Buildings, and administrative enrollment data from the Department of Education (multipliers for high schools have been maintained at the borough level).

TABLE B-2
Preliminary Screening Analysis Criteria

Community Facility	Threshold for Detailed Analysis	Minimum Number of Residential Units in Brooklyn that Trigger Detailed Analyses
Public Elementary/ Intermediate Schools	50 or more elementary/intermediate school students	500 (in Brooklyn CSD 17)[1]
Public High Schools	150 or more high school students	3,000 (in Brooklyn)[1]
Libraries	More than five percent increase in ratio of residential units to libraries in the borough	834
Health Care Facilities (outpatient)	Introduction of sizeable new neighborhood	N/A
Child Care Centers (publicly funded)	More than 20 eligible children under age six based on number of low- to moderate-income units	110
Fire Protection	Introduction of sizeable new neighborhood	N/A
Police Protection	Introduction of sizeable new neighborhood	N/A

Source: *2021 CEQR Technical Manual*
[1] Based on newly released student generation rates for Brooklyn CSD 17 (0.08 elementary school students per unit; 0.02 intermediate school students per unit; and 0.05 high school students per unit).

Based on the newly released student generation rates for Brooklyn Community School District (CSD) 17 (0.08 elementary school students per unit; 0.02 intermediate school students per unit; and 0.05 high school students per unit), the 475 DUs to be created as a result of the Proposed Actions are expected to generate 48 elementary and intermediate school students (38 elementary school students and 10 intermediate school students), and 24 high school students. As this number of students is less than the *CEQR Technical Manual* analysis thresholds, a detailed assessment of public schools is not warranted, and significant adverse impacts are not anticipated in this technical area.

Child Care Facilities

The *CEQR Technical Manual* requires a detailed analysis of publicly-funded child care centers when a proposed action would produce substantial numbers of subsidized, low- to moderate-income affordable housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at group child care facilities. Typically, a proposed action that generates 20 or more eligible children under age six requires further analysis. As shown in **Table B-2**, above, based on *CEQR Technical Manual* multipliers, 110 affordable housing units in Brooklyn would yield more than 20 children under age six eligible for publicly-funded child care.

As noted above, the RWCDS for the proposed actions would facilitate the construction of up to 119 affordable dwelling units pursuant to MIH. Of those 119 affordable units, approximately 96 (80% of the total number of affordable DU) would be for households earning less than 80% AMI, pursuant to MIH Option 1. As this number would not exceed the *CEQR Technical Manual* analysis threshold of 110 units in Brooklyn, the proposed actions would not generate more than 20 children under age six eligible for publicly funded child care, and further detailed assessment is not warranted.

Libraries, Health Care Facilities, and Fire and Police Protection

The Proposed Actions would not result in the introduction of a sizeable new neighborhood and would therefore not result in a more than five percent increase in the ratio of residential units to libraries in Brooklyn (i.e., would result in the development of fewer than 834 DU), analyses of fire and police protection, health care facilities, and libraries are not warranted, and significant adverse impacts are not anticipated in these technical areas.

V. HISTORICAL AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. The 2020 *City Environmental Quality Review* (CEQR) *Technical Manual* identifies historic and cultural resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (NYCLPC); properties listed in the State/National Registers of Historic Places (S/NR) or contained within a district listed in or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. An assessment of historic/archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures or within historic districts, or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated.

Architectural Resources

A portion of the Project Area (Lot 46) includes the S/NR-eligible Consumer Park Brewery Complex. In the late 19th century, a group of over 200 hoteliers and saloonkeepers who wanted to control the production and price of beer for their establishments came together to form the Consumers Park Brewing Company. When opened in January 1900, the complex contained the Consumers Park Hotel, a restaurant, ballroom, and bowling alley, as well as a beer garden, barrel storage and bottling department buildings, and coal shed and storage buildings. The complex was connected via a pedestrian bridge over the Consumers Park Station of the BRT's Brighton Beach Line (now the Franklin Avenue Shuttle). To the south of the complex was the Flatbush Hygiene Ice Company's factory (on Lot 66), which provided convenient ice necessary for brewing lagers.

The buildings on Lot 46 of the Project Area, and Lot 41 outside the Project Area, are the only structures that remain from the original Consumers Park Brewing Company Complex. As shown in **Figure B-1**, there are five buildings on lot 46 fronting Franklin Avenue that are separate but interconnected. These redbrick



1) Looking southeast on Franklin Ave towards Lots 41 and 46.



Photos taken October 2022



2) Looking west on Franklin Ave at Lot 46.



3) Looking east on Montgomery Street towards Franklin Avenue.



4) Looking west on Franklin Avenue towards Lot 46.

structures were built around 1898 to the designs of architect C.T. Fernery in the Romanesque Revival style. All five Franklin Avenue facades are in fair to poor condition, with deteriorating bricks, mortar, and stone trim; an extensive amount of graffiti on the lower levels; and brick infill and repointing not matching existing brickwork (see **Figure B-1**).

Based on filings with the Department of Buildings, development is expected to occur on Lot 46 irrespective of the Proposed Actions. The owner of this property has filed plans to construct a six-story residential building on Lots 41 and 46 to include approximately 297 dwelling units (refer to Table C-4). The development is expected to be completed in late 2024.

No direct impacts to historic architectural resources would occur as a result of the Proposed Actions. As detailed above, in the futures both without and with the Proposed Actions, the existing buildings on Lots 41 and 46, including the S/NR-eligible Consumer Park Brewing Company structures would be demolished. Therefore, the Proposed Actions would not result in any new direct impacts to historic architectural resources as compared to No-Action conditions. Additionally, as the Proposed Actions are Project Area-specific, they would not result in any direct impacts to surrounding historic resources.

The Proposed Actions would not result in significant adverse indirect impacts on existing historic resources. The Proposed Project would not significantly alter the context or setting of surrounding historic resources as compared to No-Action conditions. As detailed above, under No-Action conditions, the Development Site would be redeveloped with two six-story residential buildings pursuant to existing R6A zoning regulations. The Proposed Actions would facilitate the development of a 14-story mixed-use building on the Development Site. The top of the Proposed Project would be partially visible behind the LPC-designated and S/NR-eligible Brooklyn Central Office's Bureau of Fire Communications building when looking northeast from Empire Boulevard. However, the area is a dense urban environment with multiple existing high-rise buildings that currently form the backdrop for the historic resource. Additionally, there are several high-rise buildings under construction and planned in the secondary study area which will further alter the context of the Brooklyn Central Office's Bureau of Fire Communications building in the future without the Proposed Actions. Therefore, the Proposed Project would not substantially change the visual setting of this historic architectural resource so as to affect those characteristics that make it eligible for listing on the S/NR or designation as a NYCL.

Archaeological Resources

In a letter dated December 4, 2017, NYCLPC issued a response letter indicating that no part of the Development Site is considered to have archaeological significance (refer to NYCLPC correspondence in **Appendix IV**). Additionally, in a subsequent letter dated December 20, 2017, NYCLPC concluded that lots 63 and 66 (the Development Site) have no archaeological significance (see **Appendix IV**). As the Proposed Actions would not result in any significant adverse archaeological impacts, further archaeological analysis is not warranted.

VI. OPEN SPACE

An assessment of impacts on open space is warranted if an action would directly affect an open space, or if it would increase the population by more than 200 residents or 500 employees. As discussed in **Attachment A, "Project Description,"** development as a result of the Proposed Actions is expected to add

774 residents and 37 workers to the Proposed Rezoning Area. In addition, the Proposed Project is expected to cast shadow on two publicly accessible open space resources (the Brooklyn Botanic Garden and Jackie Robinson Playground). Therefore, an analysis of indirect and direct open space impacts is warranted and will be provided in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analyses and methodologies that will be utilized to prepare the open space analysis.

VII. SHADOWS

A shadows assessment considers proposed actions that result in new shadows long enough to reach a publicly accessible open space or historic resource (except within an hour and a half of sunrise or sunset). For proposed actions resulting in structures less than 50 feet high, a shadow assessment is generally not necessary unless the site is adjacent to a park, historic resource, or important natural feature (if the features that make the structure significant depend on sunlight). According to the 2021 *CEQR Technical Manual*, some open spaces contain facilities that are not sunlight-sensitive, and do not require a shadow analysis including paved areas (such as handball or basketball courts) and areas without vegetation.

As described in the EAS Form, the development resulting from the proposed actions would each reach a maximum height of 145 feet. For conservative analysis purposes, a 40-foot bulkhead, the maximum permitted obstruction allowed by zoning, was assumed to occur over the entire 14-story portion of the Proposed Project. Therefore, a Tier I and Tier II analysis was conducted to determine whether the developments on the Projected Development Sites could cast an incremental shadow on any sunlight-sensitive resource. A height of 185 feet was used for the Tier I and Tier II Screening.

Tier I and II Screening Assessment

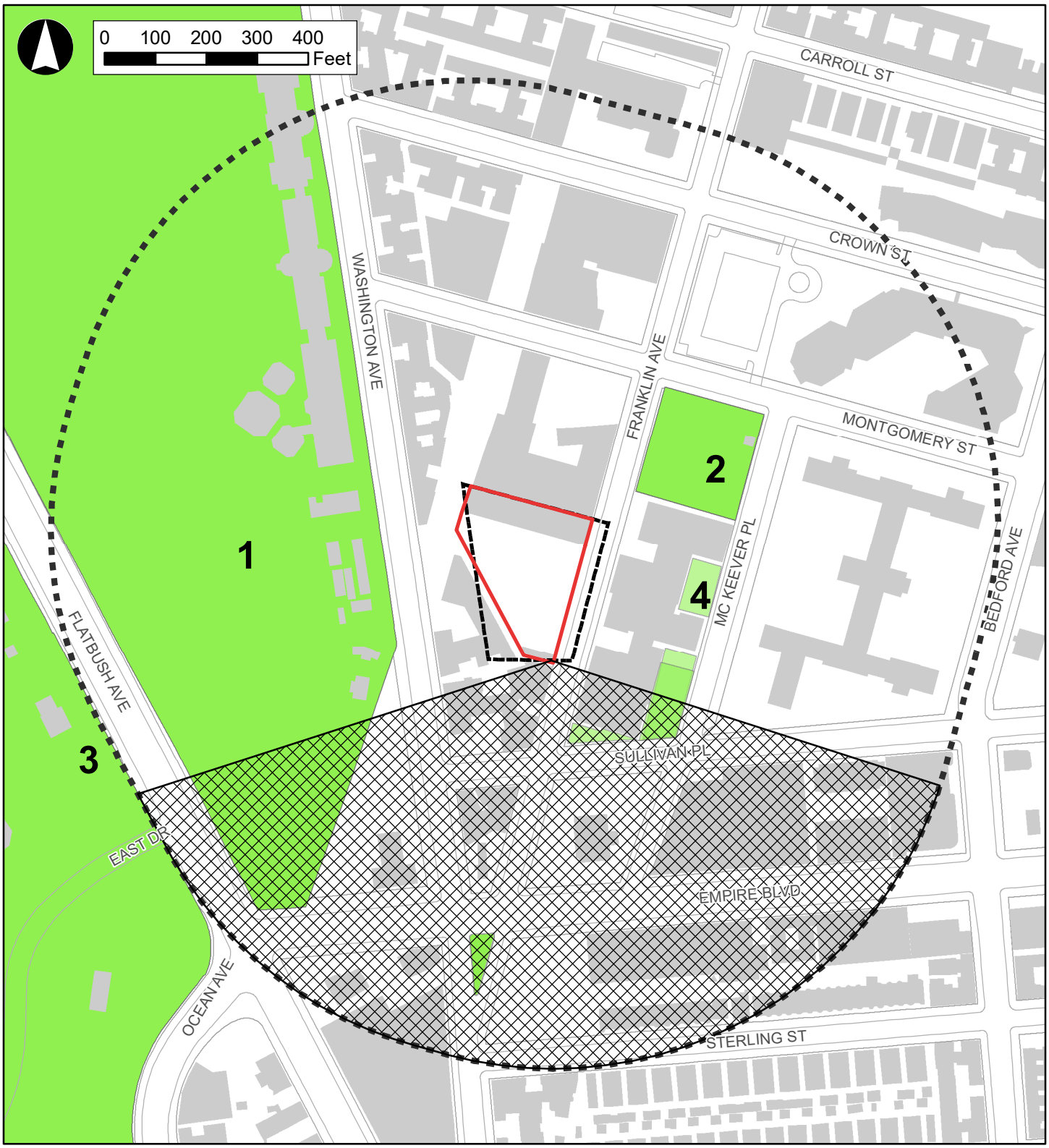
According to the *CEQR Technical Manual*, the longest shadow a structure will cast in New York City – except for periods close to dawn or dusk – is 4.3 times its height and occurs on December 21 (the winter solstice). As discussed in **Attachment A, "Project Description,"** the development on the Proposed Development Site is assumed to reach a maximum height of 145 feet plus a 40-foot bulkhead. As such, the maximum shadow that could be cast by a building in the R8A/C2-4 district, with a maximum building height of approximately 145 feet plus 40-foot bulkhead, would be approximately 795.5 feet in length, as shown in **Figure B-2**.

The *CEQR Technical Manual* defines sunlight-sensitive resources of concern as those resources that depend on sunlight, or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Sunlight-sensitive resources of concern include:

- *Public open space* (e.g., parks, playgrounds, plazas, schoolyards, greenways, and landscaped medians with seating). Planted areas within unused portions or roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources. The use of vegetation in an open space establishes its sensitivity to shadows. This sensitivity is assessed for both (1) warm-weather dependent features, like wading pools and sandboxes, or vegetation that could be affected by loss of sunlight during the growing season (i.e., March through October); and (2) features, such as benches, that could be affected by a loss of winter sunlight. Uses that rely on sunlight include: passive use, such as sitting or sunning; active use, such as playfields or paved

Figure B-2

Tier I and Tier II Shadow Assessment



Legend

- Development Site
- Project Area
- Tier I: Longest Shadow Study Area (795.5')
- Tier II: Area That Cannot Be
- 1 Open Space (refer to Table F-1)

courts; and such activities as gardening, or children's wading pools and sprinklers. Vegetation requiring direct sunlight includes the tree canopy, flowering plants, and plots, particularly plots for food production in community gardens. The amount of sunlight typically considered to be the minimum that plantings and vegetation would need is six to eight hours of direct sunlight. However, certain plantings and vegetation can tolerate partial sun, with a reduced minimum requirement of four to six hours of direct sunlight. Examples of areas that can tolerate partial sun are established tree canopies, shrubs or perennials.

- *Features of historic architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features of an architectural resource are considered in a shadows analysis. Sunlight-sensitive features include the following: design elements that are part of a recognized architectural style that depends on the contrast between light and dark (e.g., deep recesses or voids, such as open galleries, arcades, recessed balconies, deep window reveals, and prominent rustication); elaborate, highly carved ornamentation; stained glass windows; exterior building materials and color that depend on direct sunlight for visual character (e.g., the polychromy [multicolored] features found on Victorian Gothic Revival or Art Deco facades); historic landscapes, such as scenic landmarks, including vegetation recognized as an historic feature of the landscape; and structural features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as an historic landmark.
- *Natural resources where the introduction of shadows could alter the resource's condition or microclimate.* Such resources could include community gardens, surface water bodies, wetlands, or designated resources, such as coastal fish and wildlife habitats.

As shown in **Figure B-2**, there are publicly accessible open spaces and natural resources located within the Proposed Development Site's maximum shadow radius (795.5 feet from the property line). Therefore, further analysis is warranted and will be provided in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analyses and methodologies that will be utilized to prepare the shadows analysis.

VIII. URBAN DESIGN AND VISUAL RESOURCES

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design characteristics of the neighborhood encompass the various components of buildings and streets in the area, including building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business.

An analysis of urban design and visual resources is appropriate if a proposed action would (a) result in buildings that have substantially different height, bulk, form, setbacks, size, scale, use, or arrangement than exists in an area; (b) change block form, demap an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or streetscape elements; or (c) would result in above-ground development in an area that includes significant visual resources.

As the proposed actions include zoning map and text amendments that would change the permitted bulk allowed in the Project Area, an urban design analysis is required and is provided in **Attachment D, "Urban Design and Visual Resources."** As discussed therein, the proposed actions and subsequent development, while resulting in a notable change in the urban design of the study area, would not result in a significant adverse impact on the area's urban design and visual resources, as defined by the *CEQR Technical Manual*. The Proposed Actions would result in the development of a 14-story (145-feet tall) building in an area that contains a variety of building typologies and a wide height range. The building's bulk would match existing buildings in the secondary study area. The proposed height and overall massing of the With-Action building on the Development Site would not obstruct any significant viewsheds in the area, or negatively affect the pedestrian's experience in the immediate vicinity of the Project Area as compared to the No-Action condition since the as-of-right development that would be constructed would have a five-story streetwall (approximately 60 feet tall before setback) and the proposed With-Action development would have a maximum street wall of ten stories (approximately 105 feet tall before setback). From a pedestrian perspective, the Proposed Actions would allow for a streetwall approximately four stories taller between No-Action and With-Action conditions. Although the additional allowable base height in the Project Area would be noticeable to pedestrians, the base height at the Proposed Project would be similar to what is already allowed in R8A zoning districts within the secondary study area.

IX. NATURAL RESOURCES

The 2021 *CEQR Technical Manual* defines natural resources as (1) the City's biodiversity (plants, wildlife, and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. In determining if a natural resources assessment is appropriate, there are two possibilities that are considered in evaluating the needs for a more detailed assessment: (a) the presence of a natural resource on or near the project site; and (b) disturbance of those resources caused by the project. Due to the Project Area's location within the Jamaica Bay Watershed and proximity to natural resources within the nearby Brooklyn Botanic Garden, an assessment of natural resources is warranted.

Jamaica Bay Watershed

The New York State Department of Environmental Conservation (NYSDEC) has included Jamaica Bay on its Section 303(d) impaired water list since 1998 because of violations of water quality standards related to pathogens, nitrogen, and oxygen demand. The primary causes of the impairment are combined sewage overflows (CSOs) and wastewater discharges. In June 2006, The Jamaica Bay Watershed Protection Plan Advisory Committee issued preliminary recommendations for improving the water quality and ecology of Jamaica Bay, which included best management practices to minimize and control soil erosion and stormwater and reduce point and nonpoint source pollution.

Pursuant to Local Law 71, enacted in July 2005, the New York City Department of Environmental Protection (DEP) was required to develop the Jamaica Bay Watershed Protection Plan (JBWPP) to assess the legal, technical, environmental, and economic feasibility of possible measures to protect the Bay. The final JBWPP, submitted in October 2007, outlines a set of objectives and recommended strategies to address current and future threats to the Bay and ensure that comprehensive watershed protection is coordinated, focused, and cost-effective. The plan also includes a schedule, with interim and final

milestones, to implement the plan's measures and meet the specific objectives and methods for monitoring progress.

The Jamaica Bay Watershed Form was completed as per *CEQR Technical Manual* guidance and is provided in **Appendix I**. The RWCDS for the proposed actions would result in the construction of a new 14-story mixed-use building on a site that is primarily vacant under existing conditions. Any natural resources at the site under existing conditions are of low quality, primarily overgrown vegetation. Additionally, the area anticipated to be redeveloped as a result of the Proposed Actions represents a very small portion of the entire watershed draining to Jamaica Bay. The Project Area is located at the periphery of the Jamaica Bay Watershed and is approximately 3.5 miles from the closest wetlands/marsh/parkland comprising the Jamaica Bay Watershed. Therefore, the Proposed Actions would not threaten the ecosystems within Jamaica Bay. As discussed below, the Proposed Project is expected to generate approximately 121,651 gallons per day (gpd) of sanitary sewage, an increase of 79,351 gpd over No-Action conditions to the Owls Head Wastewater Resource Recovery Facility. Sanitary sewage and stormwater runoff from the Proposed Project would not be discharged into the Jamaica Bay. Therefore, the Proposed Actions are not expected to result in significant adverse impacts to the aquatic resources and habitats of Jamaica Bay.

Brooklyn Botanic Garden

The Brooklyn Botanic Garden is a 52-acre facility that contains over 18,500 kinds of plants, with globally rare species and native rare species. The garden has collections growing indoors and outdoors. Among the outdoor collections are the following notable examples: Spanish bluebells (*Hyacinthoides hispanica* 'Excelsior'); flowering cherry trees (Prunus sargentii 'Fudan-zakura,' P. 'Okame,' P. 'Kanzan' and P. serrulata 'Ukon'); daffodils (Narcissus 'King Alfred' and N. 'Spellbinder'); nearly 150 lilac species and cultivars, magnolia trees; tree peonies (Paeonia suffruticosa); 60 varieties of hardy and tropical water-lilies and sacred lotuses; and the overall plant family collection, which covers a third of the Garden's 52-acres and is devoted to trees, shrubs, and herbaceous plants systematically arranged to show their evolutionary progression.

As discussed above, the Proposed Project would cast incremental shadow on the Brooklyn Botanic Garden, a detailed analysis is warranted and will be presented in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analyses and methodologies that will be utilized to prepare the natural resources analysis.

X. HAZARDOUS MATERIALS

As defined in the 2021 *CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi volatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the 2021 *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when: (a) hazardous materials exist on a site, and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

Phase I Environmental Site Assessment

This section summarizes the findings of the Phase I ESA, specifically with respect to current and historical site conditions and RECs identified for the project site. A Phase I ESA was prepared for the Project Site in order to identify any RECs from existing or historic land uses. The Phase I ESA was prepared in conformance with the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E 1527-21. The assessment was undertaken to determine whether additional investigations are necessary and whether any remedial or environmental control measures would be required on the project site for the Proposed Actions to avoid the potential for impacts pertaining to hazardous materials.

An assessment was conducted to determine whether the Proposed Actions could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse public health impacts or environmental damage. In February 2023, ALC Environmental prepared a Phase I Environmental Site Assessment (ESA) for the Development Site (Block 1192, Lots 63 and 66). A summary of the Phase I ESA is presented below and is also included as **Appendix II** to the EAS.

Current and Historic Site Use

Lot 63

According to the historical and municipal records reviewed, the subject lot was previously improved with a single-story building constructed sometime between 1888 and 1908 and was previously utilized as the bottling department and barrel storage for Consumers Park Brewery. The lot was redeveloped in the late 1930s with the existing single-story building, which was initially used for spring manufacturing and was subsequently occupied by a manufacturer of metal products. The referenced metal products manufacturer vacated the building before 1965. Between at least 1969 and 2007, the subject building was occupied by a chemical manufacturing company identified in the city directories as Lustray Labs Inc. According to the 1969 Certificate of Occupancy obtained from the NYC Department of Buildings, the referenced chemical manufacturer produced toiletries such as hair spray, lacquers, rinses, and shampoo. The building was subsequently part of M.S. Golombeck- a spice manufacturing and storage facility that operated at the adjacent northern property. Additional tenants listed in the city directories include Arcade Laundry Co. and Star Napkin & Towel Supply Co. in 1928, Stewart & Co. and Doran B.H. Inc. in the early 1960s, Select Beauty Brands Inc. between 1965 and 1970, and Quality Metal Fabricators Inc. in 1985. No other prior uses were identified.

The existing subject building is approximately 12,968 square feet in area and contains a boiler room, restroom, and storage areas. Primary access/egress into the building is via an entrance on Franklin Avenue. Per the historical Sanborn maps and municipal records reviewed, the subject building was constructed in the late 1930s. The structural improvements consist of a slab-on-grade foundation with masonry walls and a flat roof. The interior finishes consist of wood framing, exposed brick walls, sheetrock walls and ceilings, and concrete flooring. No central heating, ventilation, and air conditioning (HVAC) systems were observed by ALC Environmental Inc. inside the warehouse building. However, ALC observed

an inactive natural gas-fired boiler and inactive water heater inside the subject building, as well as a furnace. Per information obtained from a previous Phase I ESA from August 2017, the referenced boiler previously supplied hot water to the steel chamber located in one of the adjacent northern buildings (Lot 46). Portions of the warehouse appear to have been heated by space heaters.

Lot 66

According to the historical and municipal records reviewed, the subject lot was previously improved with a four-story building constructed before 1908. The referenced building was occupied by the Rubel Corp. - Ice Division. All structures associated with Rubel Ice Corp. were demolished before 1951, and the subject lot was converted into tennis courts with an associated small office along the south border of the lot. By 1963, the tennis courts were no longer present, but the small office building is still present. Per the city directories reviewed, Stones Accountants occupied the small office building in 1976. No other prior uses were identified.

Recognized Environmental Conditions

Based on the information gathered as a result of the Phase I ESA process, ALC Environmental identified the following recognized environmental conditions (RECs) in connection with the Development Site:

- According to the historical sources reviewed (Fire Insurance maps and city directories), Lot 63 (962 Franklin Avenue) has historically been used for manufacturing purposes. Former identified occupants of the existing single-story warehouse building include a spring manufacturer depicted in the 1951 Fire Insurance (Sanborn map), a metal products manufacturer depicted in the 1963 Sanborn map, and a chemical manufacturer depicted between 1978 and 2007. Per the 1969 Certificate of Occupancy reviewed, the referenced chemical manufacturer produced toiletries such as hair spray, lacquers, rinses, and shampoo. In addition, Arcade Laundry Co. and Star Napkin & Towel Supply Co. were listed in the 1928 city directory. Lot 66 was occupied by Rubel Ice Corp. in the late 1920s and 1930s. All structures associated with Rubel Ice Corp. were demolished before 1951.

  Per the historical Sanborn maps and city directories reviewed, the northern adjoining property (124 Montgomery Street) was occupied by a manufacturer of mattresses and cotton Felts (Burton Dixie Corp.) from as early as 1932 until at least 1951. An additional manufacturing company (Leake Manufacturer Corp.) was listed in the 1960 city directories, and EJK Corp. Aircraft & Machine Division was listed between at least 1965 and 1985. This site was subsequently occupied by M. S. Golombeck Inc.- Spice Importers until at least 2017.

  ALC reviewed a Phase I ESA and Phase II Site Investigation Report prepared by The Elm Group, Inc. (Elm). The report details subsurface investigations conducted at the Subject Property and adjoining northern property on March 21 and 22, 2017. Groundwater was not encountered during the investigation. The analytical results of the soil samples collected revealed the presence of polycyclic aromatic hydrocarbons (PAHs) and metals (including barium, copper, mercury, zinc, cadmium, and lead) at levels exceeding the New York State Department of Environmental Conservation (NYSDEC) Unrestricted Residential and Restricted Residential Soil Cleanup Objectives (SCOs). However, ELM stated that the contaminants identified did not appear to be

related to the former uses of the Subject Property and adjoining northern property but rather a result of non-indigenous fill brought into the Subject Property and adjoining northern property as part of grading/development activities. No fuel oil compounds, volatile organic compounds (VOCs), or semi volatile organic compounds (SVOCs) were identified in the soil samples collected and analyzed.

- No underground or above ground storage tanks were observed at the Subject Property during the site inspection. However, ALC noted a fuel oil fill port and vent pipe on the northern façade of the small office building in Lot 66, near the northeast corner of the building. Due to unsafe conditions, ALC was not able to inspect the interior of the building. It is unknown if the building has a basement level and whether or not the tank associated with the referenced fill port and vent pipe is still present. Based on the fact that there are no registered tanks associated with the Subject Property, ALC presumes that this potential tank has a capacity of less than 1,100 gallons and therefore was not required to be registered with the NYSDEC. The possible presence of a fuel oil tank inside the building in Lot 66 is considered a REC.

No historical recognized environmental condition (HREC) or controlled recognized environmental conditions were identified by ALC in the Phase I ESA. ALC provided the following recommendations in their Phase I ESA. These include:

- Regarding the presence of PAHs and metal contaminants in onsite soils associated with the historical uses of the Subject Property and adjoining northern property, since the exposure pathway is through direct contact with onsite soils, contaminated soil can be excavated and disposed of offsite during the planned site redeveloped activities. ALC recommends that a Soil Management Plan be developed and implemented during the planned construction activities to ensure the proper removal of impacted soils and minimize exposure to contaminants.

- Regarding the fuel oil fill port and vent pipe observed on the northern façade of the small office building in Lot 66, once access to the interior of the building is feasible, further visual investigation is needed to determine whether or not the tank associated with the fuel oil and vent pipe is still present, and to assess the condition of said tank.

- Regarding the asbestos-containing roofing materials at the single-story office building in Lot 66, prior to any renovation/remodeling or repair work, the referenced roofing materials should be abated by a certified asbestos abatement contractor as per all applicable local, state, and federal regulations.

- Suspect asbestos-containing materials in the form of roofing materials and sheetrock walls and ceilings are present at the existing warehouse building in Lot 63. Prior to any renovation or repair work that will affect the above-referenced materials, asbestos testing should be conducted. If determined to contain asbestos, the referenced materials should be abated by a certified asbestos abatement contractor per all applicable local, state, and federal regulations.

- Regarding the building materials debris (mainly damaged sheetrock walls and ceilings) observed inside the warehouse building in Lot 63, the referenced building materials may be contaminated with asbestos and therefore should be properly disposed of, per all applicable regulations.

The Applicant has submitted a Phase II Work Plan and Health and Safety Plan (HASP) to DEP for their review. Upon DEP sign-off, the Applicant intends to conduct Phase II testing at the Development Site. The results of the Phase II Site Investigation will be presented in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analyses and methodologies that will be utilized to prepare the hazardous materials analysis.

XI. WATER AND SEWER INFRASTRUCTURE

As defined in the *City Environmental Quality Review* (CEQR) *Technical Manual*, infrastructure comprises the physical systems that support populations and includes structures such as water mains and sewers, bridges and tunnels, roadways, and electrical substations. These structures are static and thus have defined capabilities that may be affected by growth in a particular area. As the proposed action would result in the development of a site larger than one acre and increase the amount of impervious surface, an analysis of the proposed action's impact on water and sewer infrastructure was conducted and is included in **Attachment E, "Water and Sewer Infrastructure."**

The proposed action would not result in significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure. The Proposed Project is expected to generate approximately 121,651 gallons per day (gpd) of sanitary sewage, an increase of 79,351 gpd over No-Action conditions. This incremental increase in sewage generation is less than 0.01 percent of the average daily flow at the Owls Head Wastewater Resource Recover Facility (WRRF) and would not result in an exceedance of the plant's permitted capacity. Therefore, the proposed action would not result in a significant adverse impact to the City's sanitary sewage conveyance and treatment system.

Depending on the rainfall volume and duration, the total With-Action volume to the combined sewer system could be between 0.02 and 0.16 million gallons (mg). Compared to existing conditions, this would represent an increase in combined sewer flows of 0.02 to 0.13 mg, depending on rainfall intensities. With the incorporation of selected stormwater source control best management practices (BMPs) that would be required as part of the site connection approval process, subject to the review and approval of the New York City Department of Environmental Protection (DEP), the peak stormwater runoff rates would be reduced. Overall, the Proposed Project would not result in significant adverse impacts on the City's sewage conveyance and treatment systems.

XII. TRANSPORTATION

The objective of the transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement.

The *CEQR Technical Manual* identifies minimum development densities that have the potential to result in significant adverse impacts to and therefore require a detailed transportation analysis. The development densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than fifty peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips, where significant adverse impacts are considered unlikely to occur. According to the *CEQR Technical*

Manual, if an action would result in development greater than one of the minimum development densities in Table 16-1, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. Except in unusual circumstances, if a proposed action is projected to result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, or 200 peak hour pedestrian trips, it is unlikely that further analysis would be necessary. If the trip generation screening thresholds are exceeded, a Level 2 (Project-Generated Trip Assignment) Screening Assessment should be prepared to determine if a proposed action would generate or divert 50 peak hour vehicle trips through any intersection, 200 peak hour subway trips through a single station, 50 peak hour bus trips on a single bus route in the peak direction, or 200 peak hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, a detailed analysis for the respective mode is required.

A travel demand forecast is provided in **Attachment F, "Transportation"** to determine if the Proposed Project would exceed the Level 1 Screening Assessment thresholds. As discussed therein, the Proposed Project would exceed Level 1 Screening Assessment thresholds for traffic and pedestrians, warranting further analysis. Transit would not exceed the Level 1 Screening Assessment Threshold and would not require further analysis. The Proposed Project would exceed Level 2 Screening Assessment thresholds for pedestrians at the west sidewalk between Montgomery Street and Sullivan Place (on the project frontage) and the northwest corner of Franklin Avenue and Sullivan Place. Therefore, a detailed analysis of pedestrian conditions has been provided. The Level 2 Screening Assessment determined that additional analysis of traffic was not warranted. As detailed in **Attachment F, "Transportation"** each of these locations are expected to operate at level of service (LOS) C or better under the 2026 With-Action condition, and no significant adverse pedestrian impacts are anticipated. Therefore, the Proposed Project is not expected to result in significant adverse transportation impacts.

XIII. AIR QUALITY

According to the guidance provided in the 2021 *CEQR Technical Manual*, air quality analyses are conducted in order to assess the effect of an action on ambient air quality (i.e., the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by "mobile sources," pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e., "stationary sources." As per the 2021 *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts.

Mobile Sources

As stated in the *CEQR Technical Manual*, a project – whether site-specific or generic- may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile sources of pollutants, or add new users near mobile sources. According to the *CEQR Technical Manual* screening threshold criteria for the Project Area, if 170 or more project-generated vehicles pass through an intersection in any given peak period a detailed analysis of carbon monoxide (CO) is required. If a project would result in a substantial number of local or regional peak hour auto and heavy-duty vehicle (HDDV) trips, there is potential for mobile air quality impacts and a detailed analysis of $PM_{2.5}$ and PM_{10} is required.

As the Proposed Actions would generate a maximum of 52 incremental vehicle trips in any peak hour[1], and, as such, would not exceed the *CEQR Technical Manual* carbon monoxide (CO) mobile source air quality screening of 170 vehicles. It is conservatively assumed that all vehicles would travel directly to and from the Proposed Project as there are no off-street public parking facilities near the Project Area.

According to the transportation analysis for this project, the Proposed Actions would generate a total of 31, 34, 45, and 52 net vehicle trip ends (inbound and outbound combined) during the AM, Midday, PM, and Saturday Midday peak hour periods, respectively. The peak-hours project generated traffic would not exceed the threshold of 170 vehicular trips. Therefore, CO detailed analysis is not required.

A heavy-duty diesel vehicles (HDDVs) screen was conducted for the project generated Saturday Midday peak hour traffic increment (the peak hour that required a detailed transportation trip assignment (Level 2) analysis, refer to **Figure 2 of Appendix III**). Using the New York City Department of Environmental Protection's ("DEP's") Equivalent Truck Calculation Matrix, the $PM_{2.5}$ vehicular emission screening threshold ranges from 12 to 23 HDDVs depending on the type of roadway. For analysis purpose, all autos were assumed to be LDGT1 class vehicles, based on guidance from the DCP for similar projects. Table B-5 shows the Saturday Midday peak hour action-generated incremental traffic volumes by vehicle type at intersections near the Project Area, and the results of the *CEQR Technical Manual* Equivalent Truck Calculation Matrix.

TABLE B-5
Saturday Midday Peak Period Incremental Vehicle Traffic by Vehicle Type and HDDVs Truck Calculation Matrix

Intersection	Truck Per Hour	Auto Per Hour	Equivalent Truck	Equivalent Truck Threshold
Washington Avenue & Empire	0	12	0.53	23
Washington Avenue & Sullivan Place	0	22	0.97	23
Washington Avenue & Montgomery	0	31	1.37	23
Franklin Avenue & Empire Boulevard	0	8	0.35	23
Franklin Avenue & Sullivan Place	0	25	1.1	23
Franklin Avenue & Montgomery Street	0	38	1.67	23
McKeever Pl & Empire Boulevard	0	3	1.45	12
McKeever Place & Sullivan Place	0	2	0.96	12
McKeever Place & Montgomery Street	0	20	9.64	12

As shown in **Table B-5**, the project generated HDDVs traffic or its equivalent in vehicular emissions does not exceed the equivalent truck threshold(s). Therefore, no significant adverse air quality impact from mobile sources is expected at intersections located near the Proposed Project, and a detailed microscale analysis is not required.

[1] 52 incremental auto vehicle trips (27 vehicles entering the site and 25 vehicles exiting the site) would be generated under the With-Action Scenario during the Weekend Saturday Midday peak hour. The trip generation for the With-Action Scenario is included above.

Parking Facilities

Per CEQR, projects that would result in parking facilities, with 85 or more incremental parking spaces, may require a detailed air quality analysis. As the Proposed Project would contain parking for approximately 20 percent of market-rate units (71 spaces), a detailed mobile source parking garage analysis is not warranted, and the Proposed Actions would not result in a significant adverse impact.

Stationary Sources

Heating and Hot Water Systems

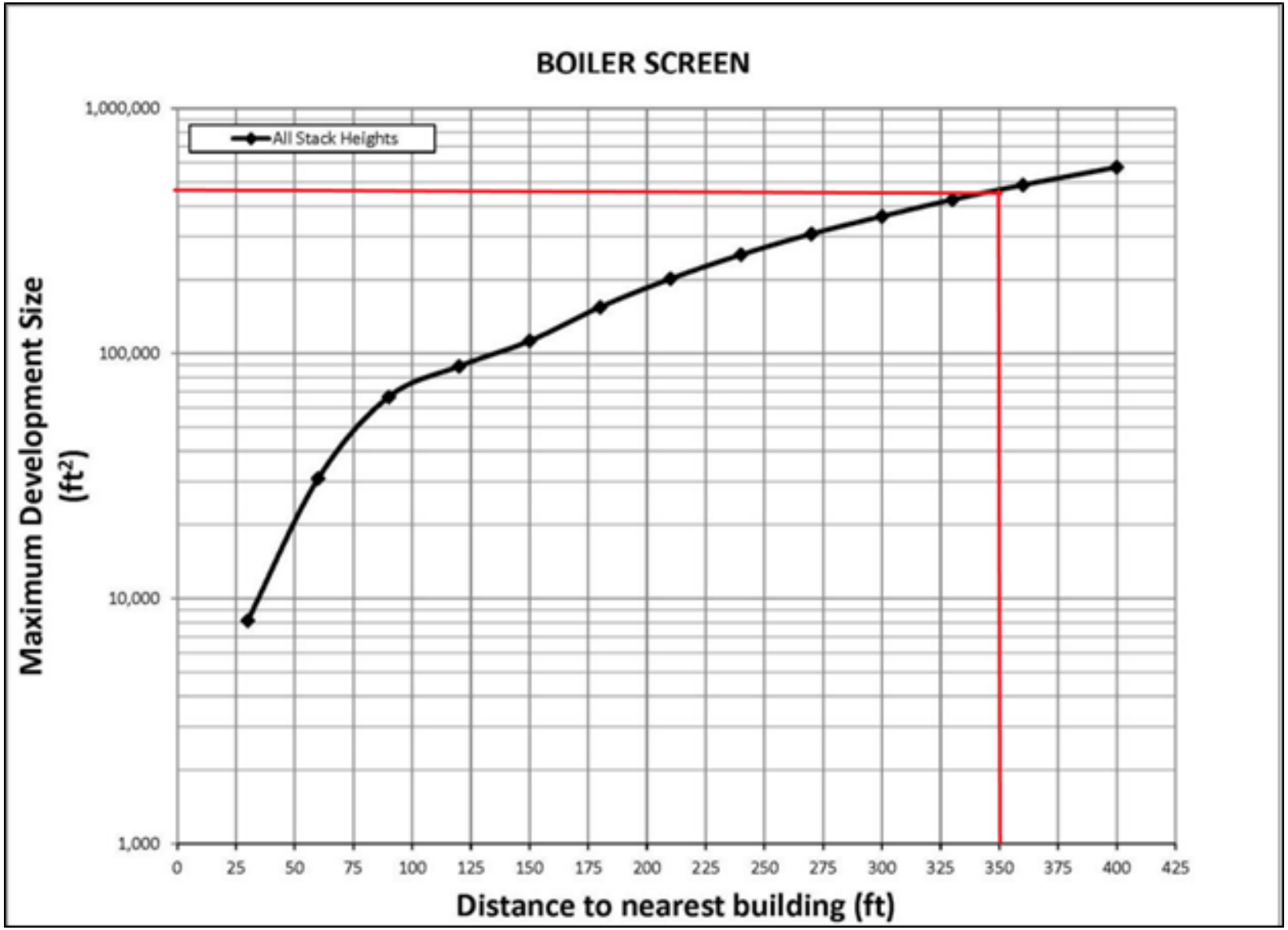
Stationary source impacts could occur with actions that create new stationary sources or pollutants, such as emission stacks for industrial plants, hospitals, or other large institutional uses, or a building's boiler stacks used for heating/hot water, ventilation, and air conditioning ("HVAC") systems, that can affect surrounding uses. Impacts from boiler emissions associated with a development are a function of fuel type, stack height, minimum distance of the stack on the source building to the closest building of similar or greater height, building use, and the square footage size of the source building. In addition, stationary source impacts can occur when new uses are added near existing or planned emissions stacks, or when new structures are added near such stacks and those structures change the dispersion of emissions from the stacks so that they affect surrounding uses.

The closest residential building of similar or greater height that could be affected by HVAC emissions generated by the Proposed Actions is the 25-story (211-foot-tall) Ebbets Field Houses, approximately 380 feet east of the Proposed Development Site. The *2021 CEQR Technical Manual* Figure 17-3 nomograph was used for the screening assessment. The nomograph depicts the size of the development versus the distance below which the potential impact can occur and provides a conservative estimate of the threshold distance. A distance of 350 feet was applied in the screening analysis nomograph, which is the distance between the Proposed Development Site and the development site associated with the Franklin Avenue Rezoning (CEQR No. 17DCP067K), located at Block 1190, Lots 29, 45. **Figure B-3** (based on Figure 17-3 of the *2021 CEQR Technical Manual*) shows the HVAC screening analysis of the Proposed Project on existing land uses. As shown in **Figure B-3**, the line corresponding to the Proposed Project gsf intersects the curve for fossil fuel fired HVAC system at approximately 350 feet. Therefore, a detailed analysis is required and is presented in **Attachment G, "Air Quality".**

Based on the detailed HVAC analysis included in **Attachment G, "Air Quality,"** the Proposed Project would not result in significant adverse air quality impacts and would not be adversely affected by existing sources of air emissions in the surrounding area. No significant impact is expected with the HVAC stack located 3 feet above the Proposed Project roof height of 145 feet. An E-Designation at the Development Site (E-728) would restrict the minimum stack height to 148 feet above grade to avoid any potential for significant adverse air quality impacts.

Industrial, Large, and Major Sources

To assess air quality impacts on the RWCDS associated with emission from nearby industrial sources, an investigation of industrial sources was conducted. Initially, land use maps were reviewed to identify potential sources of emissions from manufacturing/industrial or transportation/utility operations. After identifying properties containing manufacturing or other industrial uses within 400 feet of the Proposed



350' from nearest building taller than 145'

Development Site the New York City Department of Environmental Protection (DEP)'s CATS Online Permitting System was utilized to determine whether there are any active industrial permits within 400 feet of the Project Area. According to the CATS Online Permitting System, there are several industrial permits within a 400-foot radius of the Project Area. However, these permits were part of the Spice Factory located north of the Project Area on Lots 43 and 46. These permits expired in 2021. Plans have been filed for a six-story 198,000 gsf residential building. Therefore, industrial uses will not continue at this site in the 2026 analysis year. In addition, there are no NYS DEC Title V or State Facilities within 1,000 feet of the Project Area. Therefore, the proposed actions would not result in a significant impact from industrial sources.

XIV. GREENHOUSE GAS EMISSIONS

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the Proposed Actions would result in development larger than 350,000 gsf, a preliminary analysis of greenhouse gas emission is warranted and will be provided in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analysis and methodologies that will be utilized to prepare the greenhouse gas emissions analysis.

XV. NOISE

As the Proposed Actions would introduce new sensitive uses within the Project Area, a detailed noise analysis was conducted in compliance with *CEQR Technical Manual* guidance to determine whether traffic generated by the Proposed Project would have the potential to result in significant noise impacts and determine the level of building attenuation necessary to ensure development resulting from the proposed actions would achieve interior noise levels that satisfy applicable interior noise criteria of L_{10} noise levels of 45 dBA or less and interior L_{dn} noise criteria of 40 dBA or less for residential uses.

As discussed in **Attachment H, "Noise,"** the Proposed Actions would not result in any significant adverse noise impacts. The With-Action noise levels would fall under the "Marginally Acceptable" CEQR noise exposure category at receptor location 1. As the maximum L_{10} noise level at noise receptor location 1 would be less than 70 dBA and L_{dn} levels would be less than 65 dBA (the highest calculated L_{dn} of 60.75 dBA during the AM peak hour) at receptor location 2, no special attenuation measures beyond standard construction practices would be required for the Proposed Project's eastern frontage Franklin Avenue. Utilization of standard construction practices at the Proposed Development Site would provide sufficient attenuation to achieve *CEQR Technical Manual* interior noise level guidance of 45 dBA or lower for residential and community facility uses and interior L_{dn} noise levels of 40 dBA or lower for residential uses, and therefore, the Proposed Actions and associated RWCDS would not result in any significant adverse noise impacts related to building attenuation.

XVI. PUBLIC HEALTH

Public Health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, water quality, hazardous materials, and noise.

According to the guidance of the *CEQR Technical Manual*, a public health assessment may be warranted if a project results in (a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; (b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; (c) solid waste management practices that could attract vermin and result in an increase in pest populations; (d) potential significant adverse impacts to sensitive receptors from noise and odors; (e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts; (f) exceedances of accepted federal, state, or local standards; or (g) other actions that might not exceed the preceding thresholds but might, nonetheless, result in significant health concerns.

As detailed in analyses provided in this EAS, the proposed actions would not result in significant adverse impacts in the areas of air quality, water quality, hazardous materials, or noise. Therefore, the proposed actions do not have the potential to result in significant adverse public health impacts, and no further assessment is warranted.

XVII. NEIGHBORHOOD CHARACTER

A supplemental screening analysis is necessary to determine if a detailed neighborhood character analysis is warranted in accordance with *CEQR Technical Manual* methodology, because the Proposed Project requires analyses of Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Urban Design and Visual Resources, Shadows, Transportation, and Noise.

The Proposed Actions would not adversely affect any component of the surrounding area's neighborhood character. The Proposed Actions would facilitate the development of approximately 475 DUs, of which approximately 119 would be permanently affordable pursuant to MIH. Approximately 8,128 gsf of ground floor local retail would be included in the Proposed Project. The character of the neighborhood would not be adversely affected by the RWCDS, as the RWCDS would be consistent with existing uses found within the neighborhood. The use and bulk would match existing developments in the surrounding neighborhood. As discussed above, the Proposed Actions have the potential to result in significant adverse impact for technical areas related to neighborhood character (i.e., Shadows, Open Space, and Natural Resources). Therefore, further analysis is warranted and will be provided in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analyses and methodologies that will be utilized to prepare the Neighborhood Character analysis.

XVIII. CONSTRUCTION

Although temporary, construction impacts can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. Determination of the significance of the construction impacts and the need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and/or air quality conditions.

As indicated on the EAS Form, construction of the Proposed Project is expected to occur over a 33-month period, with construction beginning in 2023 and completed in late 2026. With an anticipated construction period of 33-months total, construction of the Proposed Project would be classified as long-term for CEQR purposes. As the site is primarily vacant, and only one cellar level of parking would be provided, the Applicant believes that this construction schedule is feasible. Most construction activity would occur Monday through Friday, although delivery and installation of certain equipment could occur on weekend days. Hours of construction are regulated by the New York City Department of Buildings (DOB) and apply in all areas of the City. In accordance with those regulations, almost all work would occur between 7 AM and 6 PM on weekdays, although some workers would arrive and begin to prepare work areas before 7 AM. Saturday or overtime hours could be required to complete time-sensitive tasks. Weekend work requires a permit from the DOB and, in certain instances, approval of a noise mitigation plan from DEP under the New York City Noise Code. A preliminary construction schedule is included in **Appendix V**.

Based on the duration of the Proposed Project's construction schedule, detailed analysis is warranted and will be presented in the Draft Environmental Impact Statement (DEIS). The Draft Scope of Work (DSOW) sets forth the analyses and methodologies that will be utilized to prepare the construction analysis.

Attachment C

Socioeconomic Conditions

962-972 Franklin Avenue Rezoning EAS
Attachment C: Socioeconomic Conditions

I. INTRODUCTION

This attachment assesses whether the Proposed Actions would result in significant adverse impacts to the socioeconomic character of the area within and surrounding the Project Area (Block 1192, Lots 63, 66, and parts of Lots 1, 46, 77, and 85) in the Crown Heights neighborhood of Brooklyn Community District (CD) 9 (see **Figure C-1**). As described in the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activities. Socioeconomic changes may occur when an action directly or indirectly changes any of these elements. Although some socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. In some cases, these changes may be substantial, but not adverse. The objective of a CEQR analysis is to disclose whether any changes created by the actions would have a significant adverse impact compared to what would happen in the future without the actions (i.e., the No-Action condition).

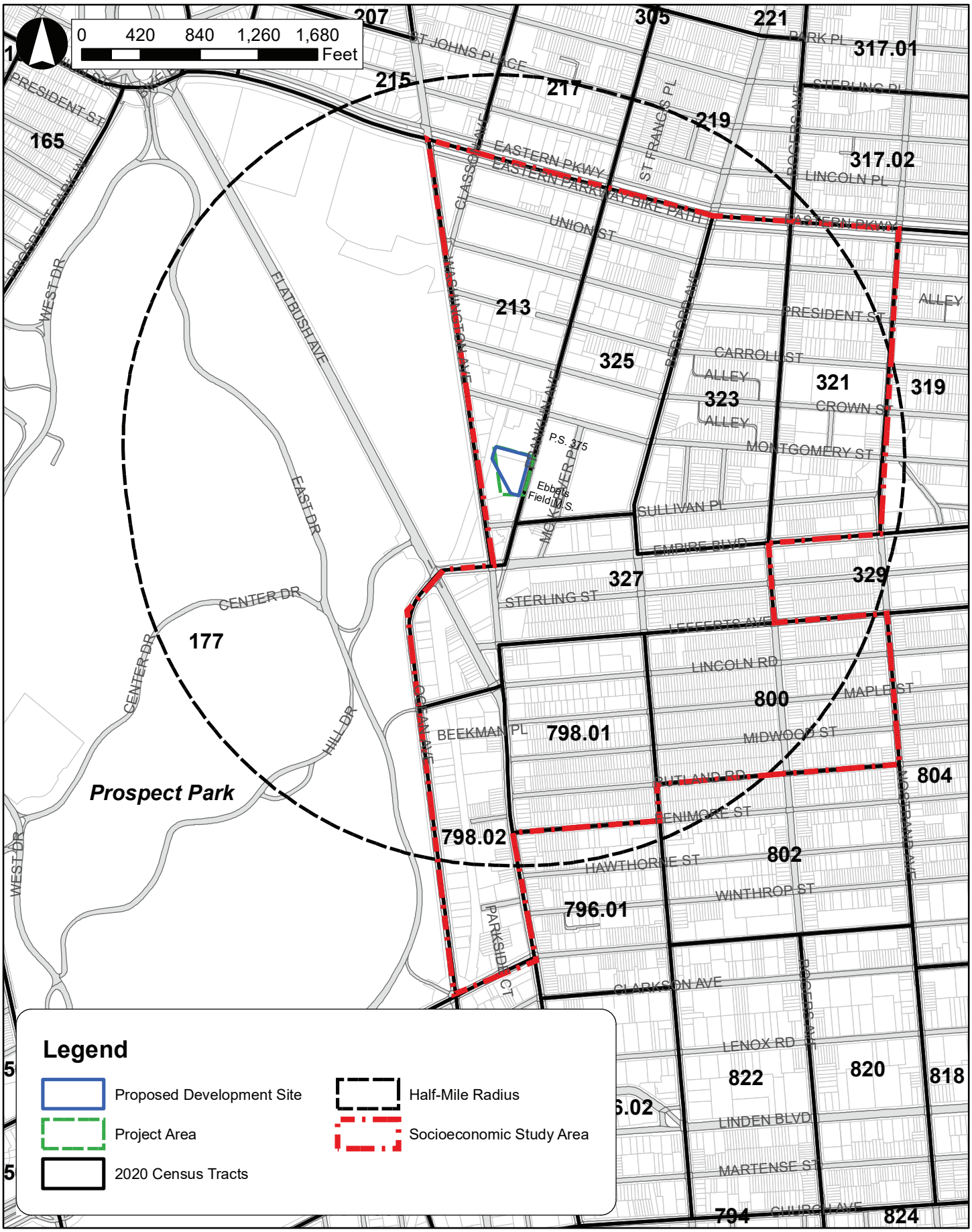
As discussed in **Attachment A, "Project Description,"** the Applicant is seeking a zoning map amendment, zoning text amendment, and a special permit (the "Proposed Actions") in order to facilitate the development of a mixed-use residential and commercial building on the Applicant-owned Proposed Development Site (Lots 63 and 66). The Proposed Project would contain 475 residential dwelling units (DUs), of which 119 would be permanently affordable pursuant to the Mandatory Inclusionary Housing (MIH) Program, as well as 8,128 gross square feet (gsf) of local retail and parking for approximately 20 percent of the market-rate units (approximately 71 spaces). It is expected that the Proposed Project would be complete and operational in 2026. No other changes are expected to occur in the Project Area in the future with the Proposed Actions. Absent approval of the Proposed Actions (i.e., in the No-Action condition), the Applicant would construct an as-of-right, market-rate residential building on the Proposed Development Site pursuant to plans already filed with the New York City Department of Buildings (DOB).

In accordance with 2021 *CEQR Technical Manual* guidance, this socioeconomic assessment considers whether the Proposed Actions could result in significant adverse socioeconomic impacts due to: (1) direct residential displacement; (2) direct business or institutional displacement; (3) indirect residential displacement; (4) indirect business or institutional displacement; or (5) adverse effects on specific industries.

II. METHODOLOGY

Under CEQR, the assessment of socioeconomic conditions usually distinguishes between the socioeconomic conditions of an area's residents and businesses. However, a proposed action can affect either or both segments in similar ways: it may directly displace residents or businesses; or it may alter one or more of the underlying forces that shape socioeconomic conditions in an area and thus may cause indirect displacement of residents or businesses. The objective of the CEQR analysis is to disclose whether any changes created by an action would have a significant impact compared with what would

Figure C-1
Socioeconomic Study Area



happen in the future without the action.

Direct displacement is defined as the involuntary displacement of residents, businesses, or institutions from the actual site of (or sites directly affected by) a proposed action. Examples include the proposed redevelopment of a currently occupied site for new uses or structures, or a proposed easement or right-of-way that would take a portion of a parcel and thus render it unfit for its current use. Since the occupants of a site are usually known, the disclosure of direct displacement focuses on specific businesses and employment and an identifiable number of residents and workers.

Indirect or secondary displacement is defined as the involuntary displacement of residents, businesses, or employees in an area adjacent to, or close to, a project or development site that results from changes in socioeconomic conditions created by a proposed action. Examples include rising residential rents in an area that result from a new concentration of higher-income housing introduced by an action, which ultimately could make existing housing unaffordable to lower income residents; a similar turnover of industrial to higher-rent commercial tenancies induced by the introduction of a successful office project in an area; or the flight from a neighborhood that can occur if a proposed action creates conditions that break down the community (such as a highway dividing the area). Unlike direct displacement, the exact occupants to be indirectly displaced are not known. Therefore, an assessment of indirect displacement usually identifies the size and type of groups of residents, businesses, or employees potentially affected.

Even if an action does not directly or indirectly displace businesses, it may affect the operation and viability of a major industry or commercial operation in the City. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. In this case, the CEQR review may involve the assessment of the economic impact of the action on the specific industry in question.

Determining Whether a Socioeconomic Assessment is Appropriate

According to the 2021 *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may be reasonably expected to create socioeconomic changes in the area affected by the action that would not be expected to occur in the absence of the action. The following initial screening assessment considers threshold circumstances identified in the 2021 *CEQR Technical Manual* that could lead to socioeconomic changes warranting further assessment.

As detailed in **Attachment A, "Project Description,"** the Proposed Actions would introduce a net increase of 307 residential DUs, including 119 affordable DUs, and 8,128 gsf of local retail uses, as well as a net decrease of approximately 13 accessory parking spaces on the Proposed Development Site as compared to the No-Action condition. As noted above, no other changes within the Project Area are anticipated as a result of the Proposed Actions.

- ***Direct Residential Displacement: Would the Proposed Actions directly displace residential populations to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.***

The Proposed Development Site is primarily vacant does not include any residential uses under existing conditions. Therefore, the Proposed Actions would not directly displace any residential populations, and no further assessment is warranted.

- ***Direct Business Displacement: Would the Proposed Actions directly displace more than 100 employees, or directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation, or serve a population uniquely dependent on its services in its present location?***

The Proposed Development Site is currently comprised of a one-story, approximately 12,968 gsf warehouse building (Lot 63) that is part of the larger spice warehouse facility on Lots 41 and 46 north of the Proposed Development Site. Lot 66 is vacant. The warehouse does not employ 100 or more workers. Therefore, the Proposed Actions would not directly displace more than 100 employees or a business whose products or services are uniquely dependent on its location. Moreover, the Proposed Actions would not directly displace a business that is the subject of policies or plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location. Additionally, as noted above, in the future No-Action condition, the warehouse on Lot 63 would be demolished in order to develop the site with an as-of-right residential building. As such, there would be no direct business displacement related to the Proposed Actions, and no further analysis is required.

- ***Indirect Residential and/or Business Displacement due to Increased Rents: Would the Proposed Actions result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 sf or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, an assessment of indirect residential displacement and indirect business displacement is appropriate.***

The Proposed Actions would introduce a net increase of 307 DUs to the Project Area as compared to the No-Action condition, exceeding the 200-unit *CEQR Technical Manual* threshold for analysis. Therefore, a preliminary assessment of potential indirect residential displacement is warranted and is provided below.

As the Proposed Actions would introduce a net increase of 8,128 gsf of commercial retail space and a net decrease of approximately 13 parking spaces in the Project Area as compared to the No-Action condition, they would not exceed the 200,000-sf *CEQR Technical Manual* threshold for analysis. Therefore, an assessment of potential indirect business displacement is not warranted for the Proposed Actions.

- ***Indirect Business Displacement due to Retail Market Saturation: Would the Proposed Actions result in a total of 200,000 sf or more of retail on a single development site, or 200,000 sf or more of regional-serving retail across multiple sites? This type of development may have the potential to draw a substantial amount of sales from existing businesses within the study area, resulting in indirect business displacement due to market saturation.***

The Proposed Actions would not result in 200,000 sf or more of retail on a single development site or 200,000 sf or more of regional-serving retail across multiple sites. As such, an assessment of indirect business displacement due to retail market saturation is not required for the Proposed Actions.

- ***Adverse Effects on Specific Industries: Are the Proposed Actions expected to affect conditions within a specific industry? This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the Proposed Actions would result in the loss or substantial diminishment of a particularly important product or service within the City.***

The Proposed Actions would not result in development warranting an assessment of direct or indirect business displacement. Therefore, an assessment of adverse effects on specific industries is not warranted for the Proposed Actions.

Analysis Format

Following 2021 *CEQR Technical Manual* guidance, the socioeconomic analysis of potential indirect residential displacement begins with a preliminary assessment. The purpose of the preliminary assessment is to learn enough about the effects of the Proposed Actions to either rule out the possibility of significant adverse impacts or determine that a more detailed analysis is warranted. A detailed analysis, when required, is framed in the context of existing conditions and evaluations of the future without and with the Proposed Actions for the analysis year of 2026.

Study Area Definition

A socioeconomic study area is the area within which the Proposed Actions have the greatest potential to directly or indirect affect population, housing, and economic activities. A study area typically encompasses a development site(s) and adjacent areas within an approximate 400-foot, quarter-mile, or half-mile radius, depending upon the project size and area characteristics. According to the 2021 *CEQR Technical Manual*, the larger half-mile study area is appropriate for actions that would potentially increase the quarter-mile area population by more than five percent. The incremental population introduced by the Proposed Actions would result in an increase in the quarter-mile study area residential population of approximately 5.9 percent[1]. Therefore, a half-mile study area is the appropriate study area for assessing the potential for indirect residential displacement in accordance with 2021 *CEQR Technical Manual* methodology. In accordance with CEQR guidance, the indirect residential displacement analysis considers an area "near" the study area (i.e., within a half-mile radius of the secondary study area) to examine real estate market trends.

As socioeconomic analyses depend on demographic data, it is appropriate to adjust the study area boundary to conform to the census tract delineation that most closely approximates the desired radius; CEQR recommends that the study area be comprised of all census tracts that have at least 50 percent of their area located within a half-mile of the Project Area. As shown in **Figure C-1**, the half-mile socioeconomic study area includes the following eight census tracts: 213, 321, 323, 325, 327, 798.01, 798.02, and 800. This study area is located in the Crown Heights South and Prospect Lefferts Gardens – Wingate neighborhoods of Brooklyn, roughly bounded by Eastern Parkway to the north, Nostrand Avenue to the east, Rutland Road, Fenimore Street, and Parkside Avenue to the south, and Ocean and Washington Avenues to the west.

It should be noted that census tract 177 would not meet the threshold of 50 percent of its area within the half-mile radius due to its large size, and is therefore not included in this socioeconomic analysis. As shown in **Figure C-1**, with the exclusion of census tract 177, the entire western quadrant of the half-mile radius would be excluded in the socioeconomic analysis. However, as census tract 177 is largely comprised of open space resources (Prospect Park and the Brooklyn Botanical Garden), only 15 residents were counted in the tract in the 2020 Census, and as such, the exclusion of this tract pursuant to CEQR guidance would not significantly alter this socioeconomic analysis.

[1] The quarter-mile study area includes census tracts 213, 325, and 327, which had a total population of 13,172 people in the 2020 Census (per DCP's Population FactFinder accessed November 2022). The estimate of incremental residential population resulting from the Proposed Actions (+774 residents) assumes 2.52 persons per DU, which is based on the average household size for Brooklyn CD 9 according to the 2020 Census, as well as 100 percent occupancy.

Data Sources

Information used in the analysis of indirect residential displacement (including population, housing, rents, and incomes) were obtained from the U.S. Census Bureau's 2020 Census, and 2006-2010 and 2016-2020 American Community Survey (ACS) Five-Year Estimates. The New York City Department of City Planning (DCP)'s Population FactFinder online mapping application tool was used to determine the statistic reliability of single-variable ACS data presented for the study area, the borough of Brooklyn, and New York City. The average household size (2.52 persons per household) for Brooklyn CD 9 according to the 2020 Census is used to estimate the future population resulting from anticipated No-Action development projects in the study area. Data on the study area were compared to Brooklyn and New York City. Land use and parcel data were collected from the City's 2023 Primary Land Use Tax Lot Output (PLUTO) data files and New York's City Map (NYCityMap).

III. PRELIMINARY ASSESSMENT OF INDIRECT RESIDENTIAL DISPLACEMENT

As described in the 2021 *CEQR Technical Manual*, indirect residential displacement usually results from substantial new development that is markedly different from existing uses and activity in an area, which can lead to increased property values in the area. Increased property values can lead to increased rents in non-regulated rental housing units, which can make it difficult for some existing residents to afford to stay in their homes. Pursuant to *CEQR Technical Manual* guidance, the indirect residential displacement assessment aims to determine whether the Proposed Actions would either introduce a trend or accelerate an existing trend of changing real estate market conditions that may have the potential to displace a vulnerable residential population and substantially change the socioeconomic character of the neighborhood. To quantify the reasonably anticipated effects of the Proposed Actions, the vulnerable population is defined in the *CEQR Technical Manual* to include renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes or poverty status indicate that they may not support substantial rent increases. Residents who are homeowners, or who are renters living in rent-regulated[2] or subsidized housing units would not be vulnerable to rent pressures according to CEQR guidance.

This preliminary assessment follows the step-by-step preliminary assessment guidance described in Section 332.1 of the 2021 *CEQR Technical Manual*. As described below and in keeping with CEQR guidance, Step 2 of the preliminary assessment was sufficient to determine that the Proposed Actions would not result in significant adverse impacts due to indirect residential displacement.

Step 1: Determine if the Proposed Actions would add new population with higher average incomes compared to the average incomes of the existing population and any new population expected to reside in the study area in the future without the Proposed Actions.

Household income characteristics for the study area population are described using the average (or mean) and median household incomes, as well as a breakdown of income distribution. The median household income represents the mid-point of all household incomes in a study area, and the mean household income is calculated by dividing aggregate income by the total number of households in a

[2] Rent regulated housing includes both rent-controlled and rent-stabilized apartments that are protected from steep rent increases and offer tenants greater legal protections than those residing in market-rate housing.

study area. The presence of higher or lower income households raises or lowers the area's mean income, sometimes substantially higher or lower than the median of household incomes in a study area.

Table C-1: Household Income Characteristics in the Study Area, Brooklyn, and New York City[1]

	Median Household Income			Mean Household Income		
	2006-2010 ACS	2016-2020 ACS	Percent Change	2006-2010 ACS	2016-2020 ACS	Percent Change
Study Area	$48,351	$70,287	Increase[2]	$62,823	$89,806	Increase[2]
Brooklyn	$51,836	$63,973	+ 23.4%	$74,548	$96,572	+ 29.5%
New York City	$59,829	$67,046	+ 12.1%	$92,682	$107,000	+ 15.5%

Source: U.S. Census Bureau, Five-Year ACS Estimates via DCP's Population FactFinder, accessed November 2022.
Notes: [1] Statistical reliability of the data included in this table has been vetted using DCP's NYC Population FactFinder.
[2] For the study area, only the directionality of change could be reported for the area's median and mean annual household incomes.

As shown in **Table C-1**, the residents of the half-mile study area currently have higher median household incomes and lower mean household incomes than households in both Brooklyn and New York City as a whole. According to 2016-2020 Five-Year ACS estimates, the mean annual household income of residents living in the half-mile study area is approximately $89,806, significantly higher than the $62,823 mean household income reported in 2006-2010 (refer to **Table C-1**).[3] The existing mean annual household income of study area residents is between 70 and 80 percent of the area median income (AMI) of New York City for a family of three.[4]

Trends in the mean household income in the study area, larger borough, and greater city indicate that the mean household income is increasing across all areas. As shown in **Table C-1**, the mean household income in Brooklyn increased by 29.5 percent between 2006-2010 and 2016-2020, and increased 15.5 percent in New York City during the same time period. It should be noted that only the directionality of change in mean household income could be reported with statistical confidence for the study area between the 2006-2010 and 2016-2020 estimates (see **Table C-1**).

In the study area, Brooklyn, and New York City as a whole, the median household incomes are lower than the mean household incomes, indicating the presence of higher income households residing in each area. Like mean household incomes, the median household incomes in the study area, larger borough, and overall city have increased since 2006-2010, indicating a trend of increasing incomes across all areas. As shown in **Table C-1**, the median household income in Brooklyn increased by 23.4 percent between 2006-2010 and 2016-2020, and increased 12.1 percent in New York City during the same time period. As with the mean household income data, it should be noted that only the directionality of change in median household income could be reported with statistical confidence for the study area between the 2006-2010 and 2016-2020 estimates.

The half-mile study area's existing median annual household income of $70,287, which is higher than both Brooklyn and New York City, is significantly higher than in 2006-2010 ($48,351), as shown in **Figure C-1**. The study area's median household income for 2016-2020 is close to 60 percent AMI for the New

[3] Based on the MOE for the mean household income of the study area according to the 2016-2020 Five-Year ACS (MOE of $7,680), the average household income could range from $82,126 to $97,486. Only the direction in mean household income between the 2006-2010 and 2016-2020 Five-Year ACS estimates in the study area can be reported with statistical confidence.
[4] The median income for all cities across the country is defined each year by the U.S. Department of Housing and Urban Development (HUD). 70 percent AMI for a family of three in New York City is an annual income of $84,070, and 80 percent AMI for a family of three in New York City is an annual income of $96,080. The AMI for a three-person household is used because the average household size for Brooklyn CD 9 is 2.52 persons, as detailed above.

York City region for a three-person family.[5]

Table C-2: Household Income Distribution in the Study Area, Brooklyn, and New York City (2016-2020)

	Total House-holds	Households Earning Less Than $25,000		Households Earning $25,000-$49,999		Households Earning $50,000-$99,999		Households Earning $100,000-$199,999		Households Earning $200,000 or More	
		#	%	#	%	#	%	#	%	#	%
Study Area	14,877	2,615	17.6	2,951	19.8	4,324	29.0	3,854	25.9	1,133	7.6
Brooklyn	972,314	228,427	23.5	176,162	18.1	246,401	25.3	217,934	22.4	103.390	10.6
New York City	3,191,691	713,887	22.4	557,514	17.5	807,028	25.3	726,970	22.8	386,292	12.1

Source: U.S. Census Bureau, Five-Year ACS Estimates via DCP's Population FactFinder, accessed November 2022.
Note: The statistical reliability of the data included in this table has been vetted using DCP's NYC Population FactFinder.

Table C-2 illustrates the distribution of household incomes in the study area as compared to the larger borough and New York City. As detailed therein, there is a larger portion of households in the half-mile study area with incomes between $25,000 and $199,999 than in Brooklyn and New York City, whereas there are fewer households with incomes below $25,000 or above $200,000 than in Brooklyn and New York City as a whole. As shown in the table, approximately 17.6 percent of households in the study area have incomes of less than $25,000; approximately 19.8 percent have incomes between $25,000 and $49,999; approximately 29.0 percent have incomes between $50,000 and $99,999; approximately 25.9 percent have incomes between $100,000 and $199,999; and approximately 7.6 percent have incomes of $200,000 per year or more.

As detailed further in **Attachment A, "Project Description,"** the Proposed Actions would increase the permitted floor area ratio (FAR) in the Project Area, allowing for the development of more residential space, including approximately 119 units of affordable housing pursuant to MIH. The designated MIH Area would set mandatory affordable housing requirements pursuant to the MIH Program in the Project Area, and would require a share of new housing to be set aside as permanently affordable. There would be no expiration on the affordability requirements of housing units created through the MIH Program, making them a long-term stable reservoir of affordable housing in the surrounding area, a key policy to meet the City's *Housing New York* goal of fostering diverse, livable communities. Further, the Proposed Actions would expand housing opportunities in an area of the City where a strong demand for affordable housing exists, as detailed in Brooklyn CD 9's 2023 *Statement of Community District Needs and Community Board Budget Requests*.

The Proposed Actions would introduce a net increase of 307 residential DUs in the Project Area, of which 119 would be affordable pursuant to MIH. Approximately 96 DUs would be affordable units for households with incomes at or below 80 percent AMI. To estimate the average household income of residents introduced by the Proposed Actions, the incomes of future residents in both the market-rate and income-restricted units have been projected. Housing is considered affordable if it costs 30 percent or less of a household's annual income; HUD defines families who pay more than 30 percent of their income for housing as rent-burdened.

[5] 60 percent AMI for a family of three in New York City is an annual income of $72,060.

Table C-3: 2022 New York City Area AMI

Family Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	80% of AMI	100% of AMI	130% of AMI
1	$28,020	$37,360	$46,700	$56,040	$74,720	$93,400	$121,420
2	$32,040	$42,720	$53,400	$64,080	$85,440	$106,800	$138,840
3	$36,030	$48,040	$60,050	$72,060	$96,080	$120,100	$156,130
4	$40,020	$53,360	$66,700	$80,040	$120,060	$133,400	$173,420

Source: HPD, https://www1.nyc.gov/site/hpd/services-and-information/area-median-income.page

As shown in **Table C-3**, according to HUD, three-person families in the New York City region would be eligible for the income-restricted housing units of the Proposed Project if they were earning $96,080 annually, which is 80 percent AMI. Consistent with 2021 *CEQR Technical Manual* guidance, the third quartile of market-rate unit rents is assumed to represent 30 percent of the introduced population's monthly income for the market-rate apartments, given that new construction tends to be at the higher end of market rents and that 30 percent is the standard threshold for what is considered a rent-burdened household. For the market-rate units, research into current market-rate asking rents in the study area (summarized in **Table C-4**) and the assumption that incoming market-rate renters would be spending approximately 30 percent of their household income on rent have been used to estimate the expected income level of future market-rate tenants.

Table C-4: Estimated Household Incomes for the Proposed Market-Rate Units

Unit Type	Number of Apartments Listed[1]	Third Quartile Asking Rent[1]	Estimated Monthly Income[2]	Estimated Yearly Income[2]
Studios	10	$3,020	$10,070	$120,840
1-Bedrooms	40	$3,119	$10,400	$124,800
2-Bedrooms	48	$3,453	$11,510	$138,120
3+ Bedrooms	42	$4,296	$14,320	$171,840
Estimated Weighted Average[3]		**$3,580**	**$11,930**	**$143,160**

Source: Street Easy, http://streeteasy.com/, accessed in April 2023.

Notes:

1. Represents the number of apartments listed and the third quartile rent based on April 2023 market listings in the Crown Heights, Prospect Lefferts Gardens, and Wingate neighborhoods.
2. Household incomes were imputed using HUD's 30 percent guideline and were rounded to nearest tenth.
3. The proposed market-rate units' weighted average incomes were calculated assuming a similar mix of unit types as currently available in the study area based on recent rental listings.

Assuming that the incoming market-rate renters would be spending approximately 30 percent of their income on rent, a person or household renting a market-rate unit in the Proposed Project is expected to have an average annual income ranging between approximately $120,840 and $171,840, depending on the unit type (refer to **Table C-4**). Assuming that the mix of unit types would be similar to the current distribution within the study area, a household renting a market-rate unit that would be available as a result of the Proposed Actions would have a weighted average income of approximately $143,160.

As noted above, the RWCDS would result in an incremental net increase of 307 total DUs, of which approximately 96 would be income-restricted to families making below 80 percent AMI, and the remainder would be market-rate. The average income of a household in an affordable unit would be $96,080 annually, and the average income of a household in a market-rate unit would be $143,160, which is higher than the study area's current average household income of $89,806 (refer to **Table C-1**). Therefore, the net increase in population generated by the Proposed Actions is expected to have a mix of average household incomes that would be greater than the average incomes of the study area population. According to 2021 *CEQR Technical Manual* guidance, Step 2 of the preliminary assessment is

therefore warranted, and is provided below.

Step 2: Determine if the Proposed Actions' increase in population is large enough relative to the size of the population expected to reside in the study area without the Proposed Actions to affect real estate market conditions in the study area.

Based on 2020 Census data and completed and occupied units in the study area between April 2020 and June 2022, the half-mile study area has an estimated population of 35,287. As shown in **Table C-5,** multiple developments are anticipated to introduce residential uses to the study area in the No-Action condition. In the absence of the Proposed Actions, the study area population is expected to increase to approximately 36,539 persons.

Table C-5: Known No-Action Residential Developments in the Half-Mile Study Area

Census Tract	2020 Population[1]	Occupied Units[2]	2022 Population[3]	Active Permits – Occupied Units[4]	2026 Population[3]
213	3,861	41	3,964	407	4,991
321	5,194	57	5,338	0	5,338
323	3,509	402	4,521	1	4,524
325	6,195	10	6,219	63	6,377
327	3,051	-1	3,049	0	3,049
789.01	2,957	-1	2,955	1	2,957
789.02	5,647	12	5,678	-1	5,676
800	2,546	7	3,563	26	3,628
Totals:	***33,960***	***526***	***35,287***	***497***	***36,539***

Sources: NYC DOB's Buildings Information System (BIS) as of June 2022, from DCP.
Notes:
1. From the 2020 Census.
2. NYC DOB's completed and occupied units between April 2020 and June 2022.
3. Residential population estimates are based on an average household size of 2.52 for Brooklyn CD 9 (2020 US Census data).
4. NYC DOB's active permits and occupied units as of June 2022.

As detailed in **Attachment A, "Project Description,"** the Proposed Actions would result in a net increase of 307 residential DUs within the Project Area. With an average household size of 2.52 persons per unit and assuming 100 percent occupancy, the Proposed Actions would add approximately 774 residents to the study area, increasing the total number of residents in the study area to 37,313 persons. When compared to the No-Action condition, the Proposed Actions would result in an estimated 2.1 percent population increase in the study area.

According to 2021 *CEQR Technical Manual* methodology, if the project-generated population increase is less than five percent in the study area, it would not introduce a significant new population that could substantially affect residential real estate market conditions in the study area. By adding an estimated 774 residents to the Project Area as compared to No-Action conditions, development facilitated by the Proposed Actions would not increase the population of the study area by more than five percent. As such, the Proposed Actions are not expected to result in any significant adverse socioeconomic impacts related to indirect residential displacement, and no further analysis is warranted.

Attachment D

Urban Design & Visual Resources

962-972 Franklin Avenue Rezoning EAS
Attachment D: Urban Design & Visual Resources

I. INTRODUCTION

This attachment considers the potential effects of the Proposed Actions and associated reasonable worst-case development scenario (RWCDS) on urban design and visual resources. As defined in the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual*, urban design is the totality of elements that shape and may affect a pedestrian's experience of public space. Elements such as streets, buildings, visual resources, open space, natural resources, wind, and sunlight play an important role in the pedestrian experience. As described in **Attachment A, "Project Description,"** in the future with the Proposed Actions, the Applicant would develop a new 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-use residential and commercial building containing 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH, and 8,128 gsf of local retail (the "Proposed Project") located in the Crown Heights neighborhood of Brooklyn Community District (CD) 9. The Proposed Project is located within the larger rezoning area which consists of Block 1192, parts of Lots 1, 46, 63, 66, 77, and 85 (the "Project Area").

The Proposed Actions would permit new uses as well as permit modification of bulk and density beyond what would be allowed as-of-right under the No-Action condition, and therefore, a preliminary assessment of urban design and visual resources is warranted. In accordance with *CEQR Technical Manual* guidance, the urban design and visual resources assessment focuses on the components of the Proposed Actions and associated RWCDS that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment (the With-Action Condition). As described above, the Proposed Actions and RWCDS would facilitate the development of a 14-story (145-foot-tall), 471,495-gsf mixed-use building at 970 Franklin Avenue (Block 1192, Lots 63 and 66) (the "Proposed Development Site"). The Proposed Project is expected to be constructed and fully occupied by 2026. As compared to the No-Action condition, the RWCDS would introduce a net increase of 307 dwelling units (DUs) and 8,128-gsf of commercial uses.

II. METHODOLOGY

Pursuant to the *CEQR Technical Manual*, an assessment of urban design is appropriate when a proposed action(s) may have effects on one or more of the elements that contribute to the pedestrian experience of public space. The assessment focuses on the components of a proposed action(s) that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment.

As described in the *CEQR Technical Manual*, a preliminary urban design analysis is appropriate when there is potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning. A preliminary analysis provides a "snapshot" of the project, comparing existing and future conditions with and without the Proposed Actions. The following analysis examines each of the elements that play an important role in the pedestrian experience, including street hierarchy and streetscape

(including the arrangement and orientation of streets); building scale, form, and arrangement; and natural features, open space, and topography.

Per criteria of Section 230 of the *CEQR Technical Manual*, a wind condition analysis is not warranted for the Proposed Actions. The Proposed Development Site and Project Area are not located in a high wind location (such as along west and northwest-facing waterfronts), and the RWCDS would not result in the construction of multiple tall buildings that would have the potential to alter wind conditions.

Following *CEQR Technical Manual* guidance, the analysis is based on field visits, aerial views, photographs, and other graphic images of the proposed rezoning area and surrounding area. Zoning calculations, including floor area calculations, building heights and lot coverage information is also provided.

The following preliminary analysis also considers the effects of the Proposed Actions and RWCDS on the area's visual resources, which are generally considered important public view corridors, vistas, or natural or built features. Visual resources can include waterfront views, public parks, landmark structures or districts, or natural features, such as rivers or geologic formations.

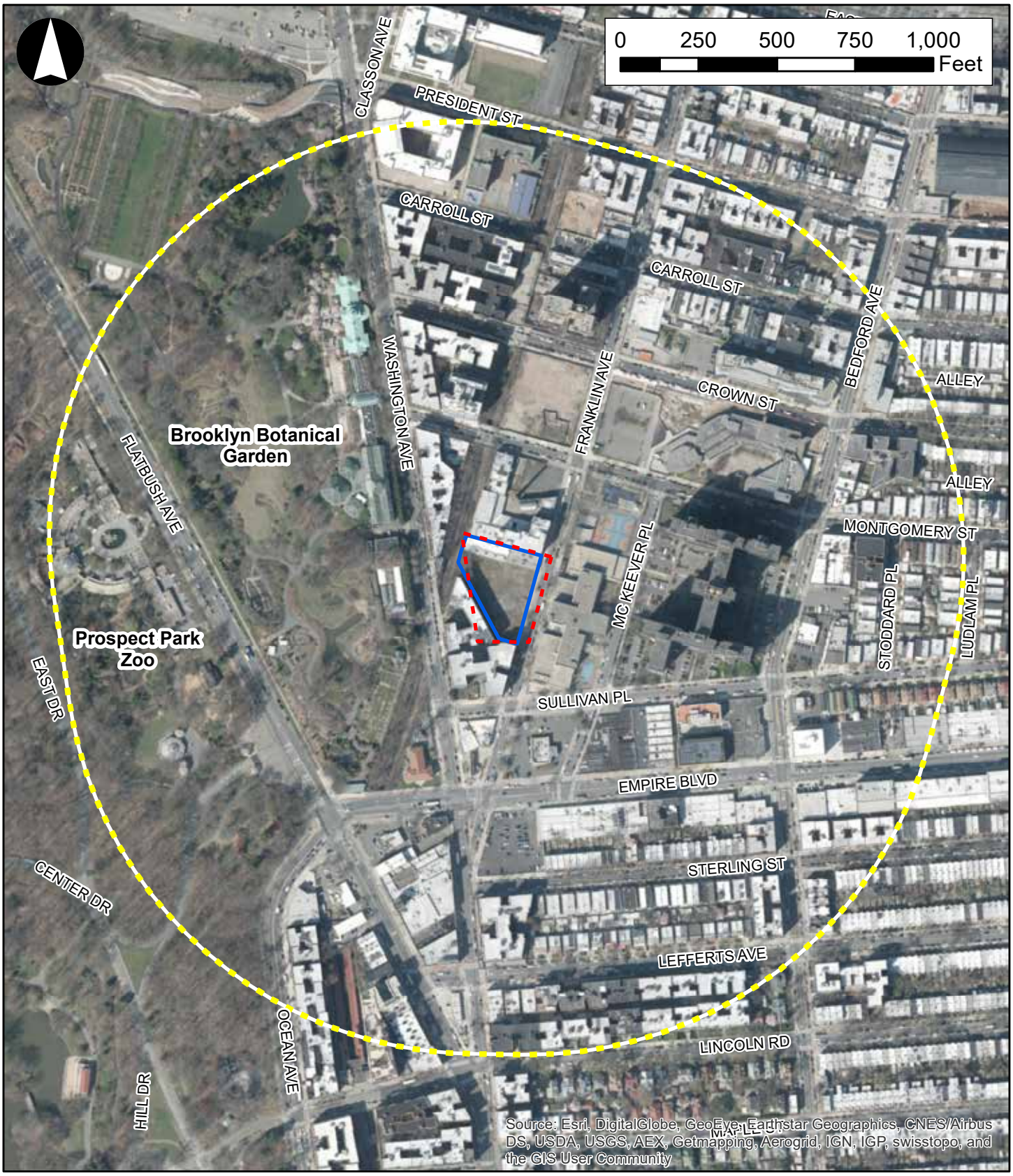
Based on *CEQR Technical Manual* guidance, the study area for urban design is the area where the Proposed Actions may influence land use patterns, the built environment, and pedestrian's experiences in the public realm surrounding the project area. The urban design study area consists of both a primary study area (where urban design effects of the Proposed Actions are direct) and a secondary study area. For this assessment, the primary study area encompasses the Project Area. Consistent with the analysis of land use, zoning, and public policy, the secondary study area for urban design resources has been defined as being within approximately a ¼-mile radius of the Project Area (see **Figure D-1**).

As stated in the *CEQR Technical Manual*, for visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. While the land use study area may serve as the initial basis for analysis, in many cases where significant visual resources exist, it may be appropriate to look beyond the land use study area to encompass views outside of the area, as is often the case with waterfront sites or sites within or near historic districts. For this analysis, prominent visual resources (both within and outside of the urban design study area) that are visible from the Project Area and secondary study area were identified. The primary view sheds of these visual resources that would be affected by construction of the RWCDS were the focus.

III. PRELIMINARY ASSESSMENT

According to the *CEQR Technical Manual*, a preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects or actions that permit the modification of yard, height, and setback requirements; and (2) projects or actions that result in an increase in built floor area beyond what would be allowed as-of-right or in the future without the Proposed Actions. Beyond a preliminary assessment, a detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alteration to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are generally appropriate for rezonings that include an increase in permitted floor area or changes in height and setback

Figure D-1
Urban Design Study Areas



Legend

1/4-Mile Radius (Secondary Study Area)

Project Area (Primary Study Area)

Development Site

requirements. As such, a detailed analysis of the Proposed Actions has been conducted and is provided below.

IV. DETAILED ASSESSMENT

Existing Conditions

As noted above, **Figure D-1** shows both the primary (i.e., Project Area) and ¼-mile secondary study area. **Figure D-2** provides a photograph key for the approximate locations of where each of the photographs included in **Figures D-3a** to **Figure D-3d** had been taken.

Urban Design

Primary Study Area (Project Area)

The primary study area is coterminous with the Project Area, which is located in the eastern portion of tax Block 1192 in the Crown Heights neighborhood of Brooklyn Community District 9 (refer to **Figure D-1**). The Applicant-owned Proposed Development Site is comprised of Lots 63 and 66 and is located within an R6A zoning district (a small, approximately 1,820-sf portion of the Development Site is located within an R8A zoning district to the west). The balance of the Project Area also includes part of Lots 1, 46, 77 and 85 (Lots 1, 77, and 85 are located partially within the R6A zoning district and partially within the R8A zoning district; Lot 46 is located entirely within the R6A zoning district). The topography of the Project Area slopes downward from Montgomery Street towards the southern edge of the Project Area.

Streets & Streetscape

The Project Area is located on an interior portion of Franklin Avenue between Montgomery Street and Sullivan Place. Franklin Avenue is a minor two-lane southbound vehicular roadway that forms the eastern boundary of the Project Area. In the vicinity of the Project Area the roadway is 70 feet wide with parallel parking lanes and concrete sidewalks in fair condition lining both sides of the street. Franklin Avenue is defined as a narrow street under the NYC Zoning Resolution. The Project Area contains several traffic and parking signs and lampposts and includes three existing street trees along Franklin Avenue within the Project Area. There is no street furniture within the Project Area. There are three existing curb cuts on Franklin Avenue; however, the two curb cuts corresponding with Lot 66 are chained closed and seldom used as the lot is vacant.

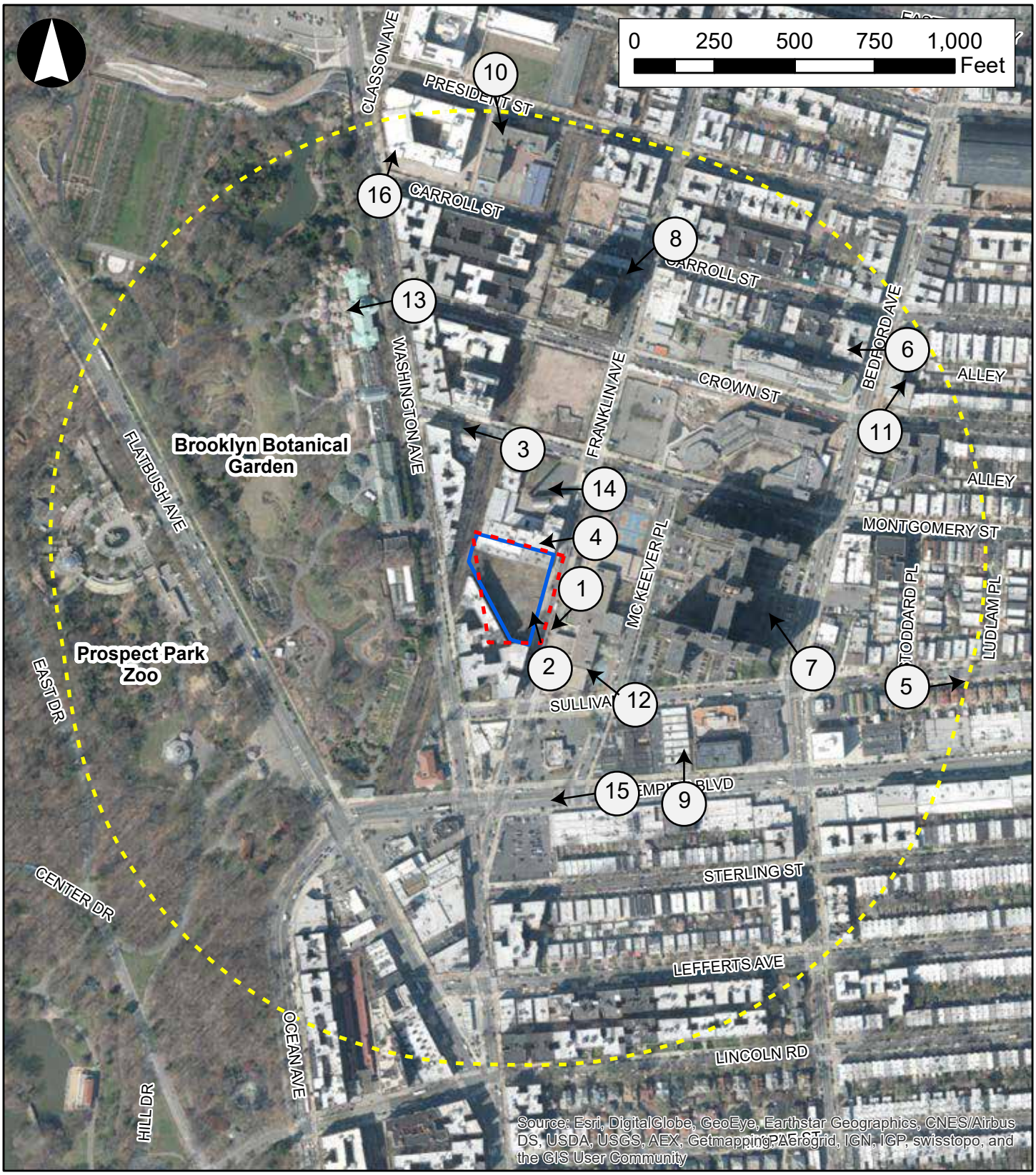
Buildings

Development Site

Lot 63, which accommodates a one-story, approximately 12,968-gsf redbrick building fronting Franklin Avenue. The structure was built in 1938 as a factory and is currently utilized as part of the Golombeck spice facility. As shown in **Figure D-3a**, there is a significant amount of graffiti on the exposed eastern and southern facades of the building.

Lot 66 in the southern portion of the Proposed Development Site is approximately 40,277 sf, and is predominately vacant, with overgrown weeds surrounded by metal and chain-link fencing topped with barbed wire. As shown in **Figure D-3a**, there is a small, approximately 845 sf one-story structure located

Figure D-2
Photo Locations



Legend

- Project Area (Primary Study Area)
- Development Site
- 1/4-Mile Radius (Secondary Study Area)
- 1 — Photo Locations



1. Looking southwest from Franklin Avenue towards the Proposed Development Site (Lots 63 and 66).



2. Looking northwest from Franklin Avenue towards the Proposed Development Site (Lots 63 and 66).



3. Looking west from Montgomery Street. The Franklin Avenue Shuttle ROW is located to the left.



4. Looking west from Franklin Avenue Lots 46 and 63.

Photos: 10/2022

in the southernmost portion of the lot, adjacent to a dilapidated driveway. Like the remainder of the Development Site, the structure and much of the metal fencing surrounding the lot are covered in graffiti.

Remainder of Project Area

Four lots are partially located within the Project Area. A portion of Lot 1 is located in the western portion of the Project Area and is comprised of the Metropolitan Transit Authority's (MTA's) Franklin Avenue Shuttle right-of-way, an open-cut subway line that transects Block 1192 from Montgomery Street to Washington Avenue (see **Figure D-1**). The Franklin Avenue Shuttle tracks are located below-grade and surrounded by tall trees as well as brick and chain-link fencing at the street level (refer to **Figure D-3a**).

North of the Development Site is Lot 46. A portion of Lot 46 is located within the Project Area and accommodates five two- to six-story Romanesque Revival redbrick buildings, which are separate but interconnected, as well as a decommissioned smokestack in the central portion of the property. The five buildings have a combined floor area of approximately 66,900 sf and a total FAR of 1.24. Similar to the adjacent building on Lot 41, the structures on Lot 46 were originally built in 1898 as part of the Consumers Park Brewing Company Complex. As shown in **Figure D-3a**, the buildings are all built out to the lot lines along Franklin Avenue, creating a continuous streetwall. The lower levels of the brick buildings are covered in graffiti, and much of the historic ornament on the buildings has been removed. A vehicular entrance and associated curb cut is located in the central portion of the facility's Franklin Avenue frontage, with a pedestrian entrance located immediately to the north. The remainder of Lot 46 consists of asphalt pavement surrounded by weeds and a chain-link fence topped with barbed wire (refer to **Figure D-3a**). The Development Site is currently underbuilt pursuant to existing R6A zoning, with a built FAR of 0.85.

To the south of the Development Site are Lots 77 and 85, which are both partially located in the Project Area. Lot 77 accommodates a six-story, approximately 95,000 gsf multi-family residential building (1015 Washington Avenue) with an FAR of 3.45. The tan-brick apartment building was constructed in 1932 and has frontage along Washington Avenue with an entrance setback in a courtyard. To the south is Lot 85, which contains a six-story, approximately 117,250 gsf multi-family residential building (1035 Washington Avenue) with an FAR of 4.17. The tan-brick apartment building was constructed in 1930 and contains three wings with various setbacks along Franklin Avenue, Sullivan Place, and Washington Avenue.

Open Space & Natural Resources

There are no publicly accessible open space resources in the Project Area. As discussed above, Lot 66 in the southern portion of the Development Site is currently vacant with grasses and other vegetation covering the site and is enclosed by metal and chain-link fencing. The only natural resources in the Project Area are the trees lining the Franklin Avenue Shuttle tracks in the western portion of the Project Area.

Visual Resources

Directly adjacent to the Project Area to the north is the Consumers Park Brewing Company Complex structures on Lots 41 and 46, which are considered eligible for listing on the New York State and National Registers (S/NR). A small portion of the rear building on Lot 46 is located within the Project Area but is not

visible from the public bounding street on Franklin Avenue. These structures are the only significant visual resources in the Project Area.

Secondary Study Area

The secondary study area encompasses lots located within a quarter mile of the Project Area. As shown in **Figure D-1**, the secondary study area is roughly bounded by President Street to the north, Ludlam Place to the east, Lincoln Road to the south, and Prospect Park/Brooklyn Botanic Garden to the west. Because of the convergence of several street grids as well as the boundaries imposed by Prospect Park and the Brooklyn Botanic Garden, the secondary study area contains a variety of street types and block forms. The secondary study area is mapped with a mix of residential and commercial zoning districts, and is predominately comprised of residential buildings, mixed residential and commercial buildings, institutions and public facilities, and open space resources.

Streets & Streetscape

Major vehicular thoroughfares in the secondary study area include Flatbush Avenue, Ocean Avenue, Washington Avenue, Bedford Avenue, and Empire Boulevard. Of these, Flatbush Avenue and Empire Boulevard are designated local truck routes. As shown in **Figure D-1**, Flatbush Avenue runs northwest-southeast through the western portion of the secondary study area. The 100-foot-wide thoroughfare has two vehicular lanes in both directions. To the east are Washington and Bedford Avenues, 80-foot-wide roadways with single lanes of both northbound and southbound vehicular traffic. Bedford Avenue also contains northbound and southbound bike lanes on each side of the street. As shown in **Figure D-1**, Empire Boulevard runs east-west through the southern portion of the secondary study area. The 100-foot-wide thoroughfare has two vehicular lanes in both directions to the west of Bedford Avenue; to the east of Bedford Avenue, the street contains single lanes of both eastbound and westbound vehicular traffic each flanked by a bike lane. Additionally, a small, curved section of Ocean Avenue is located in the southwestern corner of the secondary study area. Ocean Avenue is a 100-foot-wide thoroughfare with two-lanes of traffic in both directions.

President, Carroll, Crown, and Montgomery Streets, Sullivan Place, Sterling Street, Lefferts Avenue, and Lincoln Road all generally run east-west in the secondary study area and carry local traffic (refer to **Figure D-1**). With the exception of Lefferts Avenue and Montgomery Street, these thoroughfares are all 70 feet wide and contain one lane of vehicular traffic. Montgomery Street is 70 feet wide but carries one lane of eastbound and one lane of westbound vehicular traffic. Lefferts Avenue is 95 feet wide and carries one lane of eastbound and one lane of westbound vehicular traffic. Additionally, Lincoln Road contains a bike lane to the north of its vehicular lane.

Franklin Avenue and McKeever, Stoddard, and Ludlam Places are generally oriented north-south in the secondary study area, carrying local traffic (refer to **Figure D-1**). Franklin Avenue is 70 feet wide; Stoddard and Ludlam Places are 60 feet wide; and McKeever Place is 50 feet wide. Franklin Avenue contains two lanes of southbound vehicular traffic. McKeever, Stoddard, and Ludlam Places all carry single lanes of both northbound and southbound vehicular traffic.

East Drive is a meandering thoroughfare located in Prospect Park in the western portion of the secondary study area (refer to **Figure D-1**). Its entrance from Flatbush Avenue is cobblestone and lined with bollards and stone entrance gateposts. East Drive carries local vehicular traffic in both directions, and the portion of the roadway within the secondary study area contains unmarked perpendicular parking on the northern side of the street. It contains a protected bicycle path in the westernmost portion of the

secondary study area and a bike lane to the west, adjacent to the Flatbush Avenue intersection.

All of the streets in the secondary study area are lined with parallel parking lanes and flanked with concrete sidewalks. Most of the streets in the secondary study area have street trees, street lights, and traffic and parking signs, fire hydrants, and street furniture, including benches, bike racks, garbage cans, phone booths, newsstands, mailboxes, newsracks, parking ticket machines, and bus stop shelters. There are multiple Citi Bike stations located throughout the secondary study area, including one immediately adjacent to the Project Area at the intersection of Franklin Avenue and Montgomery Street.

Buildings

The secondary study area contains a variety of building types, bulks, and heights. As shown in **Figure D-1**, the majority of study area buildings are located to the east and south of Prospect Park/Brooklyn Botanic Garden. According to MapPLUTO data within a ¼-mile radius of the Project Area, approximately 69.0 percent of building floor area in the secondary study is residential, approximately 4.4 percent are public facilities and institutions, and approximately 7.8 percent are mixed residential and commercial buildings.

The surrounding area has a variety of zoning districts that permit varied building typologies. The northern portion of the study area is zoned R6A which permits contextual residential buildings with a maximum height of 70 feet. The area to the north of the Development Site, north of Montgomery Street, is zoned R8X, a residential district that typically produces 15- to 17-story apartment buildings similar to the building envelope of the older, traditional buildings in Prospect Heights and Park Slope that surround Grand Army Plaza (except for required setbacks in new buildings not provided in older ones). The area to the west of the Development Site is zoned R8A, a contextual zoning district that permits buildings approximately 12 to 14 stories in height. The block containing Ebbets Field Houses and a small area in the southwest corner of the study area is zoned R7-1, which is governed by height factor regulations. On larger lots, R7-1 typically results in taller apartment buildings that are setback further from the street with open areas surrounding individual buildings, commonly referred to as "tower in the park"-style developments. The area to the east of the Development Site is zoned R6. R6 zoning districts are medium-density residential districts ranging from large-scale "tower in the park" developments to neighborhoods with a diverse mix of building types. R6 districts have a maximum FAR of 2.43 with a maximum building height governed by a sky exposure plane, which begins 60 feet above the street line. The section of Empire Boulevard between Washington and Rogers Avenues is zoned C8-2, which permits commercial and manufacturing uses in a district governed by the sky exposure plane, which begins 30 feet above the street line.

As shown in **Figures D-3b** and **D-3c**, the eastern and southern portions of the secondary study area are lined with low-rise, low-density rowhouses and semi-detached residences with detached rear-yard garages on small, narrow lots. Speculative developers constructed these structures around the turn of the 20th century, creating uniform streetwalls that remain largely intact along midblock sections of Lefferts Avenue, Sullivan, Stoddard, and Ludlam Places, and Sterling, Montgomery, Crown, Carroll, and President Streets in the secondary study area. As shown in **Figure D-3b**, these residences are setback from the streetline, and most contain front stoops and landscaped front yards surrounded by short brick or stone walls or iron fences.

The secondary study area also contains a large number of higher density apartment buildings on larger lots, constructed in the 1920s and 1930s (refer to **Figure D-4**). The majority of these buildings are located immediately east of the Brooklyn Botanic Garden, adjacent to the Project Area; to the northeast of the Project Area along Franklin and Bedford Avenues and President and Carroll Streets; and in the southernmost portion of the study area fronting Ocean, Washington, Lefferts, and Bedford Avenues and



5. Looking southeast from the corner of Sullivan Place and Stoddard Place.



6. Looking west from the corner of Bedford Avenue and Carroll Street.



7. Looking north from the corner of Bedford Avenue and Sullivan Place towards the Ebbets Field Apartments.



8. Looking south from the corner of Franklin Avenue and Carroll Street towards the Tivoli Towers.

Photos: 11/2022

Figure D-3b
Secondary Study Area Photos



9. Looking north along Empire Boulevard.



10. Looking southeast along President Street towards P.S. 241.



11. Looking northeast from the corner of Bedford Avenue and Crown Street towards Medgar Evers College.



12. Looking west from McKeever Place towards Ebbets Field Middle School.

Photos: 11/2022



13. Looking west from Washington Avenue towards the Brooklyn Botanical Garden.



14. Looking southwest from the corner of Franklin Avenue and Montgomery Street towards Consumers Park Brewing Co.



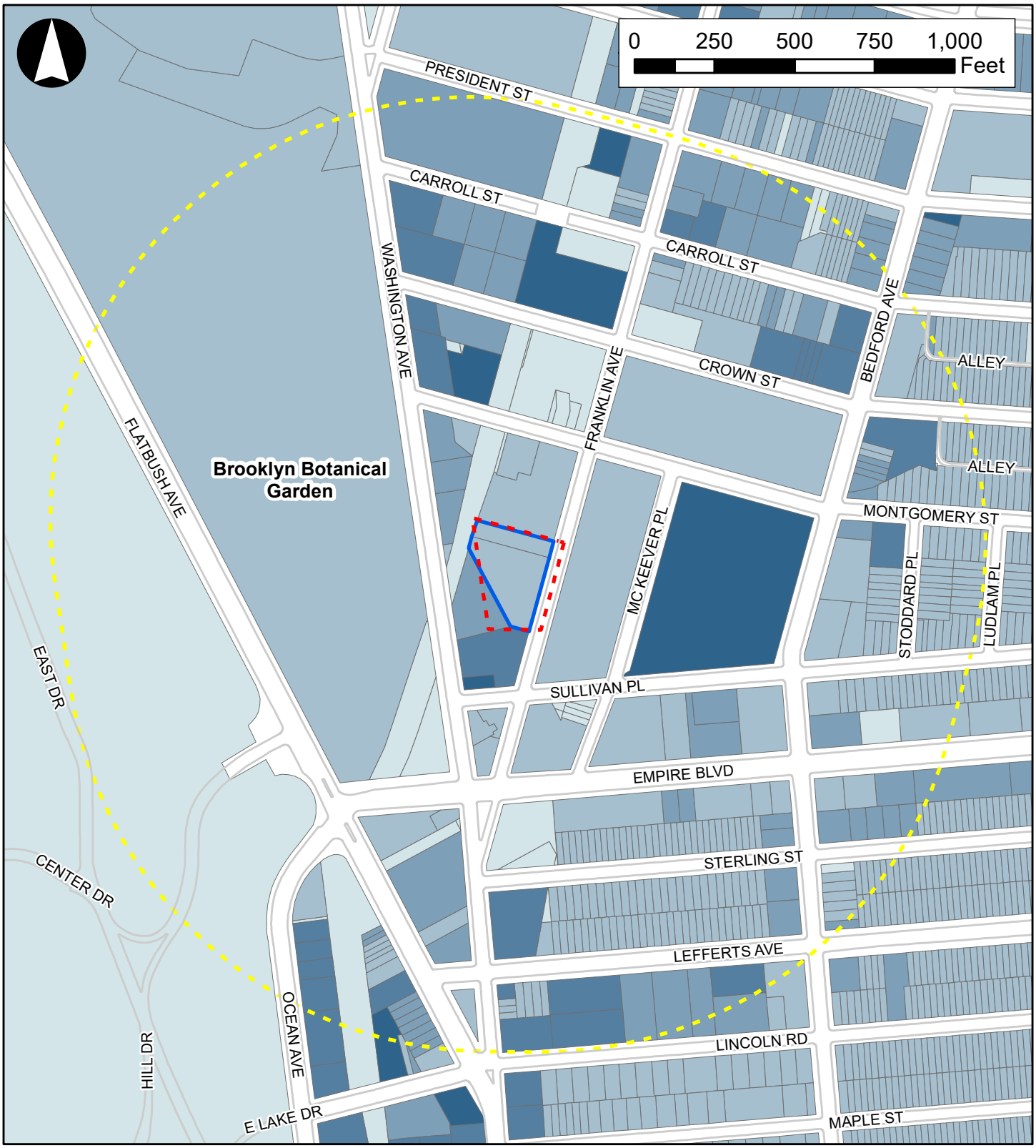
15. Looking east from Empire Boulevard towards Prospect Park.



16. Looking north from President Street towards Prospect Heights School.

Photos: 11/2022

Figure D-4
Built Floor Area



Legend

- Project Area (Primary Study Area)
- Development Site
- 1/4-Mile Radius (Secondary Study Area)

Built FAR

- 0.0 FAR
- 0.01 - 2.0 FAR
- 2.01 - 4.0 FAR
- 4.01 - 5.0 FAR
- Greater than 5.01 FAR

Lincoln Road. As shown in **Figure D-3b**, these apartment buildings are mostly clad in tan or red brick and generally rise four to six stories without setbacks. The ground floors of those in close proximity to Prospect Park/Brooklyn Botanic Garden are surrounded by small, planted areas with short iron fences, and some have entrances set back in inner courtyards, providing breaks in the otherwise uniform streetwalls.

While most of the existing building stock consists of buildings below ten stories tall (refer to **Figure D-5**), there are also two high-rise residential developments in the immediate vicinity of the Project Area: the Ebbets Field Houses and the Tivoli Towers. Two blocks to the east of the Project Area are the Ebbets Field Houses, a seven-building residential complex located on the large block bounded by Montgomery Street, Bedford Avenue, McKeever Place, and Sullivan Place. Constructed in 1960, the interconnected buildings are setback from the streetline, and are surrounded by lawns and surface parking lots for building residents. The Ebbets Field Houses rise 25 stories without setbacks, and have an FAR of 5.73 (see **Figure D-3b**).

Built in 1971, the Tivoli Towers are located in the eastern portion of the block bounded by Franklin Avenue, Carroll Street, Washington Avenue, and Crown Street two blocks to the north of the Project Area. The residential component of the Tivoli Towers is setback from Crown Street and Franklin Avenue, surrounded by pavement and landscaping, and the wings of the tower rise up to 33 stories (see **Figure D-3b**). A one-story enclosed parking area for building residents is located in the southwest corner of the lot, fronting Crown Street. The property has an FAR of 5.04.

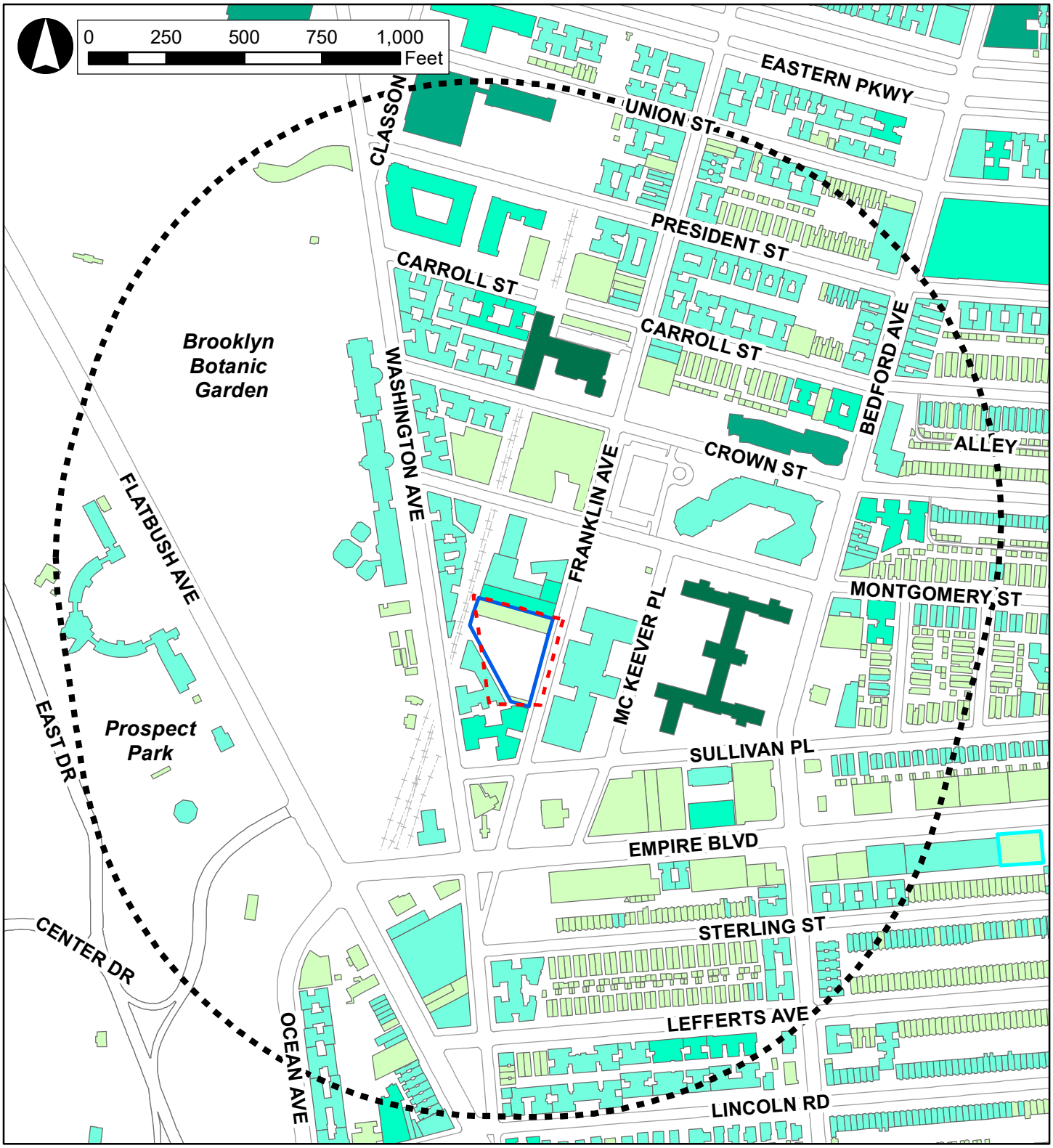
A new 12-story residential condominium building was recently constructed at 109-111 Montgomery Street. This development replaced a former one-story building that was previously owned and occupied by the Brooklyn Botanic Garden. Residential occupancy of the building occurred in 2020. This development is constructed at the property line and includes an eight-story streetwall along Montgomery Street (approximately 78 feet tall). After a 15-foot setback from the streetwall, the development rises to a maximum height of 117 feet. The development has a total FAR of 6.01.

Empire Boulevard and the southern section of Flatbush Avenue are the main commercial thoroughfares in the secondary study area. The low-rise, low-density buildings fronting these thoroughfares are generally built out to the lot lines, although some are setback in order to provide vehicular parking in front (see **Figure D-3b**).

There are five schools in the secondary study area, which comprise all or large portions of blocks. To the north of the Project Area are the High Schools for Music & Theatre and Global Citizenship at 883 Classon Avenue and Clara Barton High School and P.S. 241 at 901 Classon Avenue. Ebbets Field Middle School is located immediately east of the Project Area at 46 McKeever Place, and to the north is CUNY's Medgar Evers College campus, which fronts both sides of Crown Street and Bedford Avenue. All of these schools contain four- to six-story buildings largely built out to the lot lines and surrounded by parking lots, athletic fields, and/or playground areas (see **Figures D-3c**).

Additionally, there are buildings located within the Brooklyn Botanic Garden and Prospect Park that are visible to pedestrian passersby in the western portion of the secondary study area. As shown in **Figure D-1**, the low-rise Brooklyn Botanic Garden's Laboratory Administration Building (S/NR-eligible and LPC-designated) is located in the Brooklyn Botanic Garden. The Administration Building, Palm House, Goldman Atrium, and adjacent accessory buildings are located along Washington Avenue. All of these structures are set back from the streetline and surrounded by gardens, landscaping, and iron fencing. The Prospect Park Zoo and the Lefferts Historic House (S/NR-Listed and LPC-designated) are both visible on the western side of Flatbush Avenue. The Lefferts Historic House is set back from the streetline, surrounded by grass,

Figure D-5
Building Heights



Legend

- Project Area (Primary Study Area)
- Proposed Development Site
- 1/4-Mile Radius (Secondary Study Area)

Height in Feet

- 0.0 - 30.0 Feet
- 30.1 - 70.0 Feet
- 70.1 - 100.0 Feet
- 100.1 - 200.0 Feet
- 200.1+ Feet

trees; the zoo building is also set back behind brick and metal entrance gates on Flatbush Avenue.

Open Space & Natural Resources

According to the most recent MapPLUTO data, almost 45 percent of total lot area in the secondary study area is open space. The 1-acre Jackie Robinson Playground is located immediately to the east of the Project Area at the southeast corner of Franklin Avenue and Montgomery Street. A portion of Prospect Park, including the Prospect Park Zoo at 450 Flatbush Avenue, is located in the southwestern portion of the secondary study area. Additionally, a majority of the 52-acre Brooklyn Botanic Garden is located within the western portion of the study area. While all of these open space resources contain a variety of natural features that are native to this region, the Brooklyn Botanic Garden contains a variety of native and exotic plants. Other natural features in the secondary study area include street trees and other landscaping around buildings discussed above.

Visual Resources

There are a number of open space resources and landmark structures that are significant visual resources in and immediately adjacent to the secondary study area. As detailed above, the extant Consumers Park Brewing Company Complex structures in the Project Area (Lot 46) and adjacent lot (Lot 41) are eligible for listing on the S/NR. These buildings can be seen from several vantage points along Franklin Avenue and Montgomery Street, as shown in **Figure D-3d**.

Jackie Robinson Playground is located immediately adjacent to the Development Site on the east side of Franklin Avenue. Additionally, a portion of Prospect Park is located in the westernmost portion of the study area. Prospect Park is an S/NR-listed and New York City Landmarks Preservation Commission (LPC)-designated Scenic Landmark, and encompasses the LPC-designated Peter Lefferts House on Flatbush Avenue. Prospect Park can be seen from various points along Flatbush and Ocean Avenues, as well as the multitude of vehicular, bicycle, and pedestrian paths within the park. The Brooklyn Botanic Garden, another significant visual resource in the western portion of the secondary study area, encompasses the S/NR-eligible Japanese Hill and Pond Garden and the S/NR-eligible and LPC-designated Laboratory Administration Building at 1000 Washington Avenue. The Brooklyn Botanic Garden can be seen from Flatbush and Washington Avenues, as well as points along President, Carroll, Crown, and Montgomery Streets when looking west (refer to **Figure D-3d**).

Prospect Heights High School at 883 Classon Avenue and P.S. 241 at 976 President Street are S/NR-eligible landmarks located in the northern portion of the secondary study area. The S/NR-eligible and LPC-designated Bureau of Fire Communication's Brooklyn Central Office is located on the northwest corner of Empire Boulevard and Washington Avenue. All of these buildings are significant visual resources in the secondary study area that can be seen from various vantage points along adjacent streets.

In the northern portion the secondary study area is Eastern Parkway, an S/NR-listed and LPC-designated Scenic Landmark located outside of the secondary study area which can be seen when looking north on Franklin Avenue. Additionally, the Bedford-Union Armory at 1555 Bedford Avenue is an S/NR-eligible landmark located immediately northeast of the secondary study area, which can be seen from points along President Street and Bedford Avenue in the study area. Immediately south and southeast of the secondary study area are the S/NR-listed Lefferts Manor Historic District and the LPC-designated Prospect Lefferts Gardens Historic District. Contributing buildings in these historic districts can be seen when looking east along Lefferts Avenue and Sterling Street and looking south along Bedford Avenue in the secondary study area.

The Future Without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions, it is anticipated that current land use trends and general development patterns in the primary and secondary study areas would continue. No streetscape changes or improvements are expected to be completed within the secondary study area in the 2026 future without the Proposed Actions. The following discusses anticipated urban design conditions in the future without the Proposed Action.

Primary Study Area (Project Area)

As discussed in **Attachment A, "Project Description,"** the Applicant would proceed with as-of-right development on the Proposed Development Site pursuant to filed plans with the Department of Buildings (DOB). The Applicant's No-Action Development would be developed pursuant to the existing R6A zoning. The R6A zoning district permits 3.0 FAR with a maximum base height of 60 feet (65 feet with a qualifying ground floor) and a maximum building height of 70 feet (75 feet with a qualifying ground floor). The Applicant would construct a 235,482 gsf, seven-story residential building containing approximately 168 DUs (177,716 gsf) and 84 accessory off-street parking spaces. The 84 accessory off-street parking spaces would be in compliance with the R6A district's requirement for parking for 50 percent of the building's market-rate units.

As shown in **Figure E-6**, the No-Action development would be built-out to the lot line on Franklin Avenue, creating continuous streetwalls. Pursuant to existing R6A zoning regulations, the buildings would rise five stories (approximately 60 feet) before setting back 15 feet. The building would then rise another floor (10 feet) to a total height of six stories (approximately 70 feet). As there is no commercial overlay at present, the ground floor would not contain any local retail uses; rather, it would consist of the residential lobby, residential units, and amenity space. Access to the parking garage would be located on Franklin Avenue via a curb cut. Additionally, street trees would be planted along Franklin Avenue adjacent to the No-Action development, consistent with zoning requirements.

As detailed in **Attachment A**, no other changes are expected to occur in the Project Area in the future without the Proposed Actions.

Secondary Study Area

Within the approximate quarter-mile secondary study area, there are seven known projects (other than the No-Action development that would be constructed on the Development Site) anticipated to be completed in the 2026 future without the Proposed Actions. To the north of the Project Area on Lots 41 and 46, a six-story building containing 297 DUs would be constructed pursuant to the R6A zoning district. The construction of this building would result in the demolition of the existing buildings which are considered eligible for listing on the New York State and National Registers (S/NR). At 1 Sullivan Place, a building constructed pursuant to the R8A zoning district would contain approximately 52 DUs. The building would stand 12-stories and 120-feet-tall. A small portion of the building would cantilever over the existing building on Lot 85 at the corner of Sullivan Place and Franklin Avenue. At 68 Sterling Street and 175 Sullivan Place, each property would be redeveloped with a single-family residential building that would be constructed by the 2026 build year. At 169 Empire Boulevard, a 23,974 gsf hotel containing 79 rooms is expected to be completed in 2023. The proposed 5-story building would stand approximately 55-feet-tall and would be built to the lot line without any setback before reaching its maximum building height. A 5-story 54-foot-tall residential building will be constructed at 996 Carroll Street by the end of

2023. Finally, at 1042 President Street, a 35,430 gsf residential building containing 55 DUs will be completed by 2023. The building would stand 8-stories and 80-feet-tall.

No changes to streets, streetscapes, open space, or natural resources in the secondary study area are expected to occur in the 2026 future without the Proposed Actions. As discussed above, the S/NR-eligible buildings on Lots 41 and 46 are expected to be demolished as part of construction of a six-story residential building on the site.

The Future With the Proposed Actions (With-Action Condition)

As detailed in **Attachment A, "Project Description,"** the Proposed Actions include zoning map and text amendments, as well as a special permit to reduce the parking requirement. The proposed zoning map amendment would rezone the Project Area from R6A to R8A with a C2-4 commercial overlay mapped within 100 feet of Franklin Avenue. The zoning map amendment would increase the permitted FAR in the Project Area from 3.0 to 6.02 (7.20 with MIH). The proposed zoning text amendment to Section 23-90 (Appendix F) of the Zoning Resolution would establish the entirety of the Project Area as a Mandatory Inclusionary Housing (MIH) area, requiring the construction of permanently affordable residential units in the Project Area. Additionally, a special permit pursuant to ZR Section 74-533 is sought to reduce the parking requirements for the Development Site per ZR Section 25-53. The Proposed Actions would facilitate the development of a mixed-use residential and commercial building. The following sections describe anticipated urban design conditions in the 2026 future with the Proposed Actions. **Figures D-6 and D-7** provide illustrative renderings of pedestrian views of the proposed With-Action building compared to the No-Action conditions, and **Figure D-8** provides a conceptual site plan in the With-Action conditions.

Primary Study Area (Project Area)

Streets & Streetscape

Development facilitated by the Proposed Actions would be constructed on an existing block, and no changes to street patterns or hierarchies would occur as a result of the Proposed Actions. The With-Action development would introduce a street wall of approximately 10-stories (105-feet) along Franklin Avenue before a 15-foot setback where it rises to its maximum height of 14-stories (145-feet). Consistent with No-Action conditions, the proposed With-Action building would be built out to the lot line on Franklin Avenue, creating continuous streetwall along the building frontage.

New concrete sidewalks and street trees would be provided along the west side of Franklin Avenue immediately adjacent to the Proposed Development Site. However, the With-Action building would contain ground-floor local retail spaces, which would not be permitted under the No-Action conditions, activating the streetscape in the vicinity of the Proposed Development Site in the future with the Proposed Actions. A new curb cut would also be located at the southern end of the Franklin Avenue frontage and would not interrupt the pedestrian activity generated by the proposed retail floor area located along Franklin Avenue.

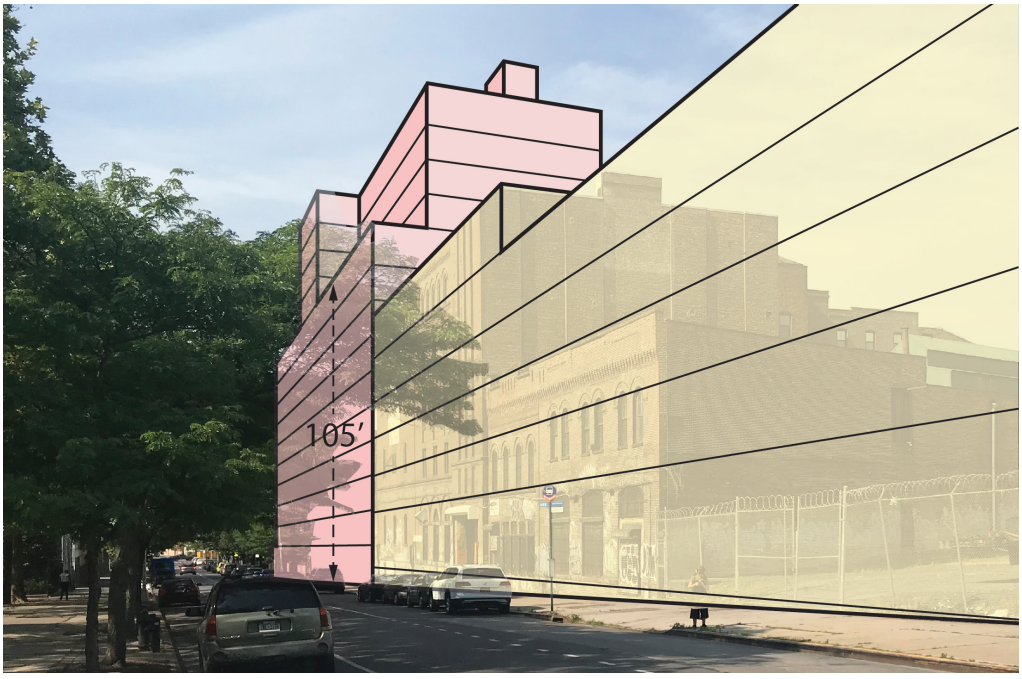
Building

The Proposed Actions would facilitate the construction of the Proposed Project on the Development Site with 419,346 gsf of residential uses, totaling 475 DUs, of which 119 DUs would be affordable units pursuant to MIH, and 356 DUs would be market-rate units, approximately 8,128 gsf of local retail space,

Illustrative No-Action and With-Action Renderings - Northeast



1. Illustrative rendering of the as-of-right development from the intersection of Franklin Avenue and Montgomery Street



2. Illustrative rendering of the With-Action development from the intersection of Franklin Avenue and Montgomery Street

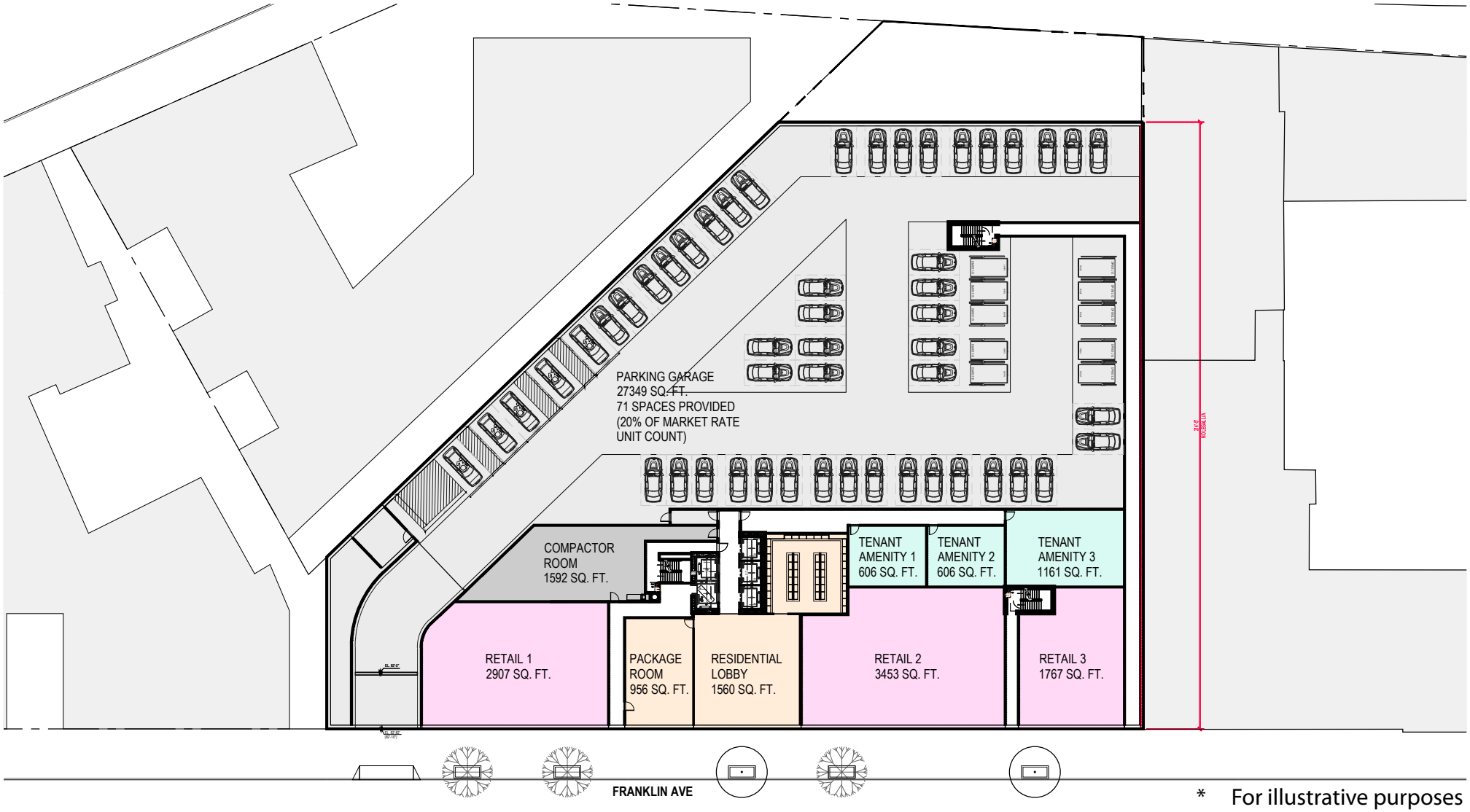
Illustrative No-Action and With-Action Renderings - Southeast



3. Illustrative rendering of the as-of-right development from Washington Avenue south of Empire Boulevard



4. Illustrative rendering of the With-Action development from Washington Avenue south of Empire Boulevard



* For illustrative purposes

1 GROUND FLOOR PLAN
SCALE: 1/32"=1'-0"

and approximately 30,101 gsf (parking and loading for approximately 20 percent of market-rate units or 71 parking spaces) would be allocated for parking on the ground- and cellar-levels of the Proposed Project. As shown in **Figures D-6** and **D-7**, the building would have a ten-story streetwall standing approximately 105 feet along Franklin Avenue, followed by a 15-foot setback before rising to 14 stories (145 feet). The building's ground-level parking garage would be accessed via an existing curb cut on Franklin Avenue (refer to **Figure D-8**).

As noted above, the With-Action buildings would contain ground-floor local retail uses, which would not be provided under No-Action conditions, activating the streetscape in the vicinity of the Proposed Development Site in the future with the Proposed Actions. Additionally, as under No-Action conditions, street trees would be planted along Franklin Avenue adjacent to the Development Site under With-Action conditions.

Open Space & Natural Resources

The Proposed Actions would not result in any changes to topography in the Project Area. As discussed above, the Project Area does not contain any publicly accessible open spaces or significant natural resources.

Visual Resources

No changes to visual resources would occur in the Project Area as compared to No-Action conditions. As under No-Action conditions, in the future with the Proposed Actions the existing building on the Proposed Development Site would be demolished, and the site would be redeveloped with the new mixed-use building, as detailed above.

Secondary Study Area

The Proposed Actions are Project Area-specific, and would not alter building uses, bulks, or arrangements in the surrounding area, or result in any changes to streets, blocks, topography, open spaces, or natural features in the secondary study area under With-Action conditions. As described above, Jackie Robinson Playground, Prospect Park, the Peter Lefferts House, the Brooklyn Botanic Garden, including the S/NR-eligible Japanese Hill and Pond Garden and the S/NR-eligible and LPC-designated Laboratory Administration Building at 1000 Washington Avenue, Prospect Heights High School at 883 Classon Avenue, P.S. 241 at 976 President Street, the Bureau of Fire Communication's Brooklyn Central Office, the Brooklyn Museum, Dr. Ronald McNair Park, Eastern Parkway, the Bedford-Union Armory, are visual resources in the secondary study area. As described above, the S/NR-eligible Consumers Park Brewing Company Complex structures on Lots 41 and 46, north of the Project Area, would be demolished under No-Action conditions to facilitate the development of a six-story residential building. The proposed With-Action building on the Proposed Development Site would not alter significant visual resources or obstruct significant view corridors to the visual resources in the secondary study area. However, as shown in **Figures D-7**, the Proposed Development would be visible from certain vantage points within the quarter-mile secondary study area, including adjacent streets. As such, the Proposed Development could potentially result in changes to the context of visual resources in the area as the proposed tower would be seen where no towers would be visible on the Development Site under No-Action conditions.

Assessment

Urban Design

The Proposed Actions would not result in a significant adverse impact to urban design or visual resources in the Project Area or surrounding secondary study area. The proposed With-Action building on the Proposed Development Site would be constructed on an existing block and would not entail any changes to block shapes, street pattern and hierarchy, topography, open space, or natural features in the Project Area or secondary study area. The Proposed Actions would not create land uses or structures that would be substantially incompatible with existing and emerging character of the surrounding area. The Proposed Actions would result in the development of a 14-story (145-feet tall) building in an area that contains a variety of building typologies and a wide height range. As discussed above, the study area includes several contextual developments that create a unified street wall along Franklin Avenue. The study area also includes buildings of similar heights including buildings recently completed and buildings to be completed by the 2026 build year. These include 1 Sullivan Place (120-feet tall) located on the same block, and 109 Montgomery Street (119-feet tall) located directly to the north of the Project Area. The study area also includes taller tower-in-the-park developments such as Tivoli Towers (315 feet tall) and the Ebbets Field Houses (211 feet tall).

Visual Resources

The proposed height and overall massing of the With-Action building on the Development Site would not obstruct any significant viewsheds in the area, or negatively affect the pedestrian's experience in the immediate vicinity of the Project Area as compared to the No-Action condition since the as-of-right development that would be constructed would have a five-story streetwall (approximately 60 feet tall before setback) and the proposed With-Action development would have a maximum street wall of ten stories (approximately 105 feet tall before setback). From a pedestrian perspective, the Proposed Actions would allow for a streetwall approximately four stories taller between No-Action and With-Action conditions. Although the additional allowable base height in the Project Area would be noticeable to pedestrians, the base height at the Proposed Project would be similar to what is already allowed in R8A zoning districts within the secondary study area.

As shown in **Figure D-7**, pedestrian views from vantage points further toward the edge of the quarter-mile study area boundary show a noticeable change to the visual context of the area, with the proposed building visible from each approach to the Proposed Development Site. As shown in these figures, the proposed building would change the context of the study area by replacing underutilized land with a structure that is slightly taller than the other buildings in the study area. The Proposed Project would add a new building that would be visible from locations within the quarter-mile study area. However, in the context of this specific area, the pedestrian is also exposed to other buildings (e.g., Tivoli Towers and Ebbets Field Houses) that are taller than the vast majority of the buildings in the area. As such, while the addition of the proposed building to the area would introduce a taller building than what is permissible in the No-Action scenario, the change would not be a significant adverse visual resources impact.

Attachment E

Water and Sewer Infrastructure

962-972 Franklin Avenue Rezoning EAS
Attachment E: Water and Sewer Infrastructure

I. INTRODUCTION

This attachment assesses the potential effects of the Proposed Actions on the City's wastewater treatment and stormwater management infrastructure.

As described in **Attachment A, "Project Description,"** the Proposed Actions would facilitate the development of a 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-used residential and commercial building containing 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH, and 8,128 gsf of local retail (the "Proposed Project"). Parking for approximately 20 percent of all market-rate units would be provided in the ground- and cellar-levels of the Proposed Project (approximately 71 off-street accessory spaces).

Construction of the Proposed Development is expected to begin in 2023 with all components complete and fully operational in 2026.

II. PRINCIPAL CONCLUSIONS

Based on the methodology set forth in the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual*, the analysis finds that the Proposed Project would not result in a significant adverse impact on the City's water supply, wastewater and stormwater conveyance and treatment infrastructure.

Water Supply

The Proposed Development would generate an incremental water demand of approximately 80,733 gallons per day (gpd) over No-Action conditions. The increased demand associated with the Proposed Development would represent less than 0.01 percent of the over one billion gallons of water supplied daily to New York City by the New York City Department of Environmental Protection (DEP). Changes of this magnitude would not be large enough to have a significant adverse impact on the City's water system pursuant to *CEQR Technical Manual* guidance. As such, existing water infrastructure should be capable to handle the estimated increase in water demand and the Proposed Project would not adversely affect the City's water supply or system water pressure. Therefore, no significant adverse impacts on area water supply would result in the future with the Proposed Project.

Sewer System

Sanitary (Dry Weather) Flows

The Owls Head water pollution control plant (WPCP), which is designed to treat a dry weather flow of 120 million gallons per day (mgd), handled an average of 95 mgd of sewage flow in the year ending August 2022. Based on rates in the *CEQR Technical Manual*, the Proposed Development has the potential to result in an increase of approximately 0.10 mgd of sanitary sewage flow as compared to the No-Action condition.

Because the City's sewers are sized and designed based on the designated zoning of an area and related population density and surface coverage characteristics, the Proposed Actions may result in development that is inconsistent with the design of the existing built sewer system. As such, an amended drainage plan would be prepared, if warranted. In addition, in order to obtain a permit to connect to the City sewer system, a site-specific hydraulic analysis to determine whether the existing sewer system is capable of supporting higher density development and related increases in sanitary flows would be prepared prior to construction of the Proposed Project; sewer improvements may also be required to support the site connection proposal. Pursuant to CEQR methodology, as the projected increase in sanitary sewage would not cause the Owls Head WPCP to exceed its operational capacity or State Pollution Discharge Elimination System (SPDES)-permitted capacity, the Proposed Project would not result in significant adverse impacts to sanitary sewage conveyance and treatment. In addition, per the New York City Plumbing Code (Local Law 33 of 2007), while not accounted for in the quantitative analysis, low-flow fixtures would be required to be implemented and would help to reduce sanitary flows from the Proposed Project.

The Applicant would be required to file a site connection proposal for approval from DEP to tie into the City's sewer system. In order to obtain a sewer connection permit from DEP, the Applicant would be required to demonstrate that the existing system could handle the increased flows due to the Proposed Project. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

Also, several regulators (OH-8, 8A, and 8B) in the Coney Island drainage area perform at or above capacity, especially during wet weather events. Taking this into consideration, the Applicant will need to perform flow studies prior to SCP to determine if existing regulators have capacity to accept this new flow. Any analysis and improvements, if required, would be undertaken prior to construction of the Proposed Project and would be coordinated with DEP for review and approval.

Stormwater (Wet Weather) Flows

Compared to existing conditions, in the future with the Proposed Development, the combined wet weather flows from the Development Site would increase slightly (by up to 0.02 mg to up to 0.13 mg, depending on rainfall duration and intensity). The Proposed Development Site is located in an area that is well served by combined sewer infrastructure. In addition, as a New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001) is required for any development that would involve soil disturbance of one or more acres, a Stormwater Pollution Prevention Plan (SWPPP), consisting of both temporary erosion and sediment controls and post-construction stormwater best management practices (BMPs) such as on-site detention, infiltration practices, and vegetated areas, would be required of the Applicant. Sewer improvements and/or a new drainage plan may also be required to support the site connection proposal.

As the wastewater treatment capacity at the Owls Head WPCP and the sewer conveyance infrastructure near the Proposed Development Site would be sufficient to handle wastewater flows that would result from the Proposed Project, there would not be any significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure.

III. METHODOLOGY

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is needed if a project would result in an exceptionally large demand for water (e.g., more than one million gpd) or is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system). While the Proposed Project would not generate more than one million gpd of incremental water demand, and an analysis is not warranted per *CEQR Technical Manual* guidance, water demand estimates are provided in this chapter to inform the wastewater and stormwater conveyance and treatment analysis.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island, or Queens; or (c) if the Proposed Project is located within the Jamaica Bay Watershed, or in certain specific drainage areas and would involve development on a site larger than one acre or larger where the amount of impervious surface would increase. As the Proposed Development Site is located in the Jamaica Bay Watershed, is larger than one acre and the Proposed Actions would increase the amount of impervious surface on-site, a preliminary assessment of wastewater and stormwater infrastructure is provided in this attachment.

To assess the Proposed Project's potential impacts on water and sewer infrastructure, this attachment:

- Describes the existing water and sewer infrastructure serving the Project Area and estimates water demand and sewage and stormwater generation under existing conditions and in the No-Action condition (for the 2026 Build Year). Existing and future water demands for the existing and future Development Site uses are based on information provided in the *CEQR Technical Manual*. Stormwater runoff and sanitary flows are calculated using the NYC DEP Flow Calculation Matrix.
- Describes relevant planned infrastructure improvements including the affected area, project components, and current schedules.
- Forecasts water demand and sewage and stormwater generated by the Proposed Development based on *CEQR Technical Manual* guidance.
- Assesses the effects of the Proposed Development's water demand and sewage and stormwater generation on the City's water and sewer infrastructure, pursuant to *CEQR Technical Manual* guidance.

IV. EXISTING CONDITIONS

Water Supply

The New York City water supply system comprises a network of reservoirs, lakes, and aqueducts extending into the Catskill region and a pipe network that distributes water within the City. New York City obtains nearly all of its water from the Delaware, Catskill, and Croton watersheds, which are located within 125 miles of the City. Water from the watersheds is stored at 19 reservoirs and three control lakes, having a combined capacity of approximately 580 billion gallons. The water is then carried into the City by aqueducts. The water enters the City via City Tunnel No. 1, which runs through the Bronx, Manhattan,

and Queens, and City Tunnel No. 2, which runs through the Bronx, Queens, and Brooklyn. The partially complete City Tunnel No. 3 serves the Bronx, Manhattan, and Queens, and, when fully complete, will terminate in Brooklyn. Staten Island obtains its water via the Richmond Tunnel, which is an extension of City Tunnel No. 2.

Once in the City, the three aqueducts distribute water into a network of water mains. Water mains up to 96 inches in diameter feed the smaller mains, which deliver water to their final destination. These are the same mains that provide water to fire hydrants. Nearly all of the water reaches its consumers by gravity alone, although some four percent (generally located at the outer limits of the system where in-line pressure is lowest, at high elevations, or at a pressure extremity, such as Far Rockaway) is pumped to its final destination. Pressure regulators throughout the City monitor and control the water pressure.

Water conservation measures taken by DEP in the 1990s have resulted in a steady reduction in the City's overall water demand over the last 20 years. As of 2014, the in-City water consumption totaled approximately 1,000 mgd.

The Proposed Development Site is served by 8-inch water mains located beneath Montgomery Street (built in 1987) and Franklin Avenue (built in 1979). As discussed in **Attachment A, "Project Description,"** the Proposed Development Site is currently occupied by a 12,968 gsf single-story warehouse. The remaining 39,860 sf of lot area (Lot 66) is currently vacant. As presented in Table E-1, the existing 12,968 sf facility is estimated to have a total daily water demand of 5,318 gallons per day (gpd), including 3,113 gpd of domestic demand and 2,205 gpd of air conditioning (A/C) demand.

TABLE E-1:
Existing Development Site Water Consumption and Wastewater Generation

Land Use	Rate[1]	Area (sf)	Domestic Water/ Wastewater Generation (gpd)	A/C (gpd)
Warhouse	Domestic: 0.24 gpd/sf A/C: 0.17 gpd/sf	12,968	3,113	2,205
Total Water Consumption			**5,318**	
Total Wastewater Generation			**2,205**	

Notes:
[1] Based on water demand rates based on retail stores rate provided in Table 13-2 of the *CEQR Technical Manual.*

Sewer System

According to the *CEQR Technical Manual*, wastewater is considered to include sanitary sewage, wastewater generated by industries, and stormwater. Water used for air conditioning generates a negligible amount of wastewater as it recirculates or evaporates in the cooling and heating process.

New York City's sewer system consists of a grid of sewers beneath the streets that send wastewater flows to fourteen different WPCPs. The City's WPCPs are regulated by the NYSDEC, which issues permits regulating the discharge of treated effluent. Combined, all fourteen WPCPs in New York City have a SPDES permitted total capacity of 1.8 billion gpd. The area served by each plant is called a "drainage area" or "catchment area." The majority of New York City's sewers are combined sewers, since they receive both sanitary wastewater and stormwater runoff. During wet weather, large volumes of rainfall runoff enter the combined system through storm drains and catch basins in streets and mix with sanitary sewage, then flow through regulators (relief valves), before being sent to the WPCPs through interceptor sewers. During

such wet-weather events, excessive volumes of stormwater runoff (ten to 50 times the dry-weather flow) can enter the combined sewer system and, if transported to the WPCP, could exceed the treatment design capacity. For limited periods, WPCPs are designed for only twice the average dry-weather flow. Flow into the interceptor sewers are controlled by regulators along the length of the interceptor sewers. The purpose of the regulators is to divert sanitary flow from the existing combined sewers to the interceptor sewers during normal flow periods (dry weather) and limit the flow to the interceptor sewers to twice dry weather flow during storm periods (wet weather). The existing tide gates placed on the combined sewer overflows (CSOs) downstream of the regulators are designed to keep tidal water from entering the existing combined sewers and the interceptor sewers. Tide gates can be part of the regulator structure or stand-alone chambers. The New York City sewer system currently treats approximately 1.3 billion gpd of municipal wastewater and a portion of combined sewer flow during wet weather events.

Sanitary sewers can be one to two feet in diameter on side streets and three or four feet in diameter under larger roadways. They connect to trunk sewers, which are generally five to seven feet in diameter. Combined sewers discharge to regulators and the interceptors carry wastewater to the WPCPs for treatment. The wastewater collection system at the Proposed Development Site consists of a 12-inch combined sewer beneath Montgomery Street, and a 12-inch combined sewer beneath Franklin Avenue. The existing combined sewer beneath Montgomery Street begins just west of Franklin Avenue, presumably near the eastern edge of the Franklin Avenue subway shuttle right-of-way and flows east along Montgomery Street. The existing sewer beneath Franklin Avenue flows south beginning just south of Montgomery Street but does not intersect with the sewer line under Montgomery Street.

The Proposed Development Site is served by the Owls Head WPCP, which is the sixth largest of the City's 14 WPCPs, treating wastewater from a 12,947-acre area located in western Brooklyn. It serves approximately 758,007 New Yorkers. The Owls Head WPCP has been operating since 1952 and has a SPDES permitted dry weather capacity of 120 million gallons per day (mgd). As presented in Table E-2, over the last four months of 2021 and the first eight months of 2022, the Owls Head WPCP handled an average of 95 mgd of flows, which is less than the facility's permitted capacity of 120 mgd.

TABLE E-2
Existing Owls Head WPCP Average Daily Sewer Flows

Month	Average Daily Flows (mgd)
September 2021	98
October 2021	97
November 2021	87
December 2021	90
January 2022	94
February 2022	102
March 2022	96
April 2022	97
May 2022	102
June 2022	94
July 2022	90
August 2022	88
12-Month Average	**95**

Source: DEP "Monthly Operating Efficiency" tables.

In an effort to continually reduce process odors at the Owls Head Wastewater Treatment Plant, in 2011 DEP completed operational upgrades to the existing Grit and Scum Building as well as a reconstruction of the existing Forebay at the Owls Head WPCP. Contract OH-33 included the construction of a new extension to the existing Grit and Scum Building. This extension houses the grit containers, which were previously located outdoors in a temporary tent structure, within a permanent odor controlled environment. Four separate contracts were issued to complete the building, which includes steel H-piles, a new foundation, and a three floor reinforced concrete structure with brick and limestone façade. It also included plant roadway and drainage improvements as well as lighting improvements. The principle work items included replacement of the existing cyclone degritters/classifiers, installation of a new container conveyor system, and installation of a new odor control system.

Contract OH-36 included the reconstruction of the existing Owls Head Forebay. This contact included repair of the forebay cracks, repair and replacement of Forebay sluice gates and actuators. It also included the installation of a keyed plant interlock system designed to facilitate the operation of the engine generators and the rerouting of two feeders.

Sanitary Flows (Dry Weather)

As presented in Table E-1, above, the existing 12,968 gsf one-story warehouse on the Proposed Development Site currently generates approximately 3,113 gpd of wastewater.

Stormwater Flows (Wet Weather)

As outlined in **Attachment A, "Project Description,"** the Proposed Development Site totals approximately 53,257 sf. Table E-3 describes the surfaces, surface areas, and the weighted runoff coefficient (the fraction of precipitation that becomes surface runoff) for each surface type present on the Proposed Development Site. As indicated in the table, the majority of the Proposed Development Site (approximately 76 percent) comprises grass and softscape and the remaining 24 percent comprises roof area. Based on the existing Development Site surface areas, the weighted runoff coefficient of the Proposed Development Site is 0.39.

TABLE E-3
Existing Development Site Surface Areas and Runoff Coefficients

Surface Type	Roof	Pavement and Walks	Other	Grass and Softscape	Total
Area	24%	0%	0%	76%	100%
Surface Area (sf)	12,918	0	0	40,339	53,257
Runoff Coefficient	1.00	0.85	0.85	0.20	0.39

Notes:
[1] Weighted runoff coefficient calculations based on the DEP Flow Volume Calculation Matrix provided in the *CEQR Technical Manual.*

For this analysis, the runoff coefficients were used to calculate the amount of stormwater runoff during a range of storm events, with rainfall averaging from 0.00 to 2.50 inches over durations of 3.80 to 19.50 hours. Table E-4 shows the existing stormwater runoff for the Development Site. As indicated in the table, the Proposed Development Site currently generates between 0.00 and 0.03 mg of wet weather flows for different rainfall intensities.

TABLE E-4
Existing Development Site Stormwater and Sanitary Sewage Flow Volumes

Rainfall Volume (in)	Rainfall Duration (hr)	Runoff Volume Direct Drainage (MG)	Runoff Volume to CSS (MG)	Sanitary Volume to CSS (MG)	Total Volume to CSS (MG)
0.00	3.80	0.00	0.00	0.000	0.00
0.40	3.80	0.00	0.01	0.000	0.01
1.20	11.30	0.00	0.02	0.001	0.02
2.50	19.50	0.00	0.03	0.002	0.03

Notes:
CSS = combined sewer system; MG = million gallons

V. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

In the future without the Proposed Development (the No-Action condition), it is anticipated that an as-of-right residential development would be constructed on the Development Site (Lots 63 and 66) pursuant to the existing R6A zoning under future No-Action conditions. The R6A zoning district permits 3.0 FAR with a maximum base height of 60 feet and a maximum building height of 70 feet. As such, the No-Action development would include a total of approximately 245,482 gsf of residential uses with approximately 168 market rate condominiums.

Water Supply

The overall water supply system in New York City is not expected to change materially in the future without the Proposed Project. With the proposed changes to land use anticipated in the 2026 No-Action condition, the No-Action daily water demand would increase from 5,318 gpd under existing conditions to 42,300 gpd under future No-Action conditions, as shown in Table E-5.

TABLE E-5
Existing Development Site Water Consumption and Wastewater Generation

Land Use	Rate[1]	Area (sf)	Domestic Water/ Wastewater Generation (gpd)	A/C (gpd)
Residential	100 gpd/person	235,482 sf/ (423 residents)	42,300	0
Total Water Consumption			**42,300**	
Total Wastewater Generation			**42,300**	

Notes:
[1] Uses *CEQR Technical Manual* water demand rates from Table 13-2 "Water Usage and Sewer Generation rates for Use in Impact Assessment"
Per 2020 Census information for Brooklyn CD 9, average household sizes of 2.52 persons per dwelling unit are assumed, resulting in approximately 423 residents.

Sewer System

The Development Site would continue to be served by the Owls Head WPCP in the future without the Proposed Development. The Development Site is expected to generate approximately 42,300 gpd of wastewater during dry weather, with total wet weather flows totaling between 0.02 and 0.16 mg, depending on rainfall intensity and duration.

VI. THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

For conservative analysis purposes, in the future with the Proposed Development (With-Action condition), the RWCDS anticipates that the Proposed Development Site would be redeveloped with approximately 475 dwelling units and approximately 8,128 gsf of local retail space.

Water Supply

The Proposed Development would generate increased demand on the DEP water supply system, compared to No-Action conditions (see Table E-6). As indicated in the table, the Proposed Development would generate an incremental water demand of approximately 80,733 gpd over the No-Action demand of 42,300 gpd. The incremental demand represents less than 0.01 percent of the approximately one billion gallons of water supplied daily to New York City by DEP. These estimated demands include water for both domestic uses and air conditioning systems.

As discussed above, the Proposed Development Site is served by 8-inch water mains located beneath Montgomery Street and Franklin Avenue. The existing water mains are expected to adequately accommodate the incremental water demand generated by the Proposed Project. As such, given the relatively minor incremental increase in water consumption (as compared to citywide demand) and the Proposed Development Site's location in an area well-served by water infrastructure, the Proposed Project is not expected to adversely affect the City's water supply or system water pressure. With present trends of development in this area, DEP Bureau of Water Distribution would likely prepare a proposal to upgrade some of the water mains in the future.

TABLE E-6
Expected Water Demand on Development Site – 2025 No-Action vs. 2025 With-Action Conditions

	Use	Area (gsf)	Domestic Use (gpd)[1]	Air Conditioning (gpd)[1]
No-Action Condition	Residential	235,482 gsf/ (423 residents)	42,300	-
			Total No-Action Water Supply Demand	**42,300**
			Total No-Action Sewage Generation	**42,300**
With-Action Condition	Residential	419,346 gsf (1,197 residents)	119,700	-
	Commercial	8,128	1,951	1,382
			Total With-Action Water Supply Demand	***123,033***
			Total With-Action Sewage Generation	***121,651***
Increment			***Incremental Water Supply Demand***	**80,733**
			Incremental Sewage Generation	**79,351**

Notes:
[1] Based on average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual* (unless otherwise indicated):
- Residential: 100 gpd/resident.
- Commercial: 0.24 gpd/sf, plus 0.17 gpd/sf for A/C.

Sewer System

Sanitary Flows (Dry Weather)

As indicated in Table E-6, above, the estimated amount of sanitary sewage generated by the Proposed Development would be approximately 121,651 gpd. This amount would represent approximately 0.001 percent of the average daily flow of 95 mgd at the Owls Head WPCP and would not result in an exceedance of the plant's permitted capacity of 120 mgd. In addition, per the New York City Plumbing Code (Local Law 33 of 2007), low-flow fixtures would be required to be implemented, which would help to reduce sanitary flows from the Proposed Project.

Connecting to the City's sewer system requires certification from DEP as part of the building permit process, which is not a discretionary approval. The Applicant would be required to file a SCP for approval from DEP to tie into the sewer system. In this process, before a building permit can be issued, site connection proposals must be certified for sewer availability by DEP. The Applicant would be required to demonstrate that the existing sanitary system could handle the sanitary flows from the Proposed Project. Because the City's sewers are sized and designed based on the designated zoning of an area and related population density and surface coverage characteristics, it is possible that the Proposed Actions may result in development that is inconsistent with the design of the existing built sewer system. If the Proposed Project is determined to be inconsistent with the design of the existing built sewer system, an amended drainage plan would be prepared. In addition, in order to obtain a permit to connect to the City sewer, a site-specific hydraulic analysis to determine whether the existing sewer system is capable of supporting higher density development and related increases in sanitary flows would be prepared prior to development of the Proposed Project; sewer improvements may also be required to support the house or site connection proposal. The Applicant will need to perform flow studies at the time of the SCP to determine if existing regulators have capacity to accept the new flow.

As the Proposed Project is not expected to result in a significant increase in dry weather flows to the combined sewer system, no significant adverse impacts would result.

Stormwater Flows (Wet Weather)

As presented in Table E-7, below, based on the proposed site plan, the Proposed Project would result in an increase in the amount of roof area present on the Proposed Development Site (increasing to approximately 65 percent), while decreasing the area comprised of grass and softscape (decreasing from 76 percent to 37 percent of the Proposed Development Site). Based on these anticipated changes in the Proposed Development Site's surface areas, the weighted runoff coefficient of the Proposed Development Site would increase from 0.39 to 0.70 in the future with the Proposed Project.

TABLE E-7
Development Site Runoff Coefficient – With-Action Condition

Surface Type	Roof	Pavement and Walks	Other	Grass and Softscape	Total
Area	63%	0%	0%	37%	100%
Surface Area (sf)	33,550	0	0	19,707	53,257
Runoff Coefficient[1]	1.00	0.85	0.85	0.20	0.70

Notes:
[1] Weighted runoff coefficient calculations based on the DEP Flow Volume Calculation Matrix provided in the *CEQR Technical Manual.*

Using these sanitary and stormwater flow calculations, the DEP Flow Volume Calculation Matrix was completed for the future With-Action condition and compared to the existing conditions presented in Table E-4, above. The calculations from the Flow Volume Calculation Matrix help to determine the change in wastewater flow volumes to the combined sewer system from existing conditions to With-Action conditions, based on four rainfall volume scenarios with varying durations. The drainage analysis assumes that all stormwater runoff from the Proposed Development Site would flow via the existing combined sewer infrastructure adjacent to the Proposed Development Site. The summary tables, taken from the DEP Flow Volume Calculation Matrix, are presented in Table E-8.

TABLE E-8
Proposed Development Site Stormwater and Sanitary Sewage Flow Volumes – With-Action vs. Existing Conditions

Rainfall Volume (in)	Rainfall Duration (hr)	Runoff Volume Direct Drainage	Runoff Volume to CSS	Sanitary Volume to CSS (MG)	Total Volume to CSS (MG)	Incremental Volume to CSS over Existing Conditions (MG)[1]
0.00	3.80	0.00	0.00	0.02	0.02	0.02
0.40	3.80	0.00	0.01	0.02	0.03	0.02
1.20	11.30	0.00	0.03	0.06	0.09	0.07
2.50	19.50	0.00	0.06	0.10	0.16	0.13

Notes:
CSS = combined sewer system; MG = million gallons
[1]Refer to Table E-4.

As shown in Table E-8, in the future With-Action condition, approximately 0.00 to 0.06 mg of stormwater and approximately 0.02 to 0.10 mg of sanitary sewage would be conveyed to the existing combined sewers, for a total of 0.02 to 0.16 mg of combined volumes to the combined sewer system. Compared to existing conditions, the total wet weather flows from the Development Site would increase by 0.02 to 0.13 mg, depending on rainfall duration and intensity.

The Proposed Development Site is located in an area that is well-served by combined sewer infrastructure. As previously noted, the wastewater collection system at the Proposed Development Site consists of a 12-inch combined sewer beneath Montgomery Street, and a 12-inch combined sewer beneath Franklin Avenue. The existing combined sewer beneath Montgomery Street begins just west of Franklin Avenue and flows east. The existing sewer beneath Franklin Avenue flows south beginning just south of Montgomery Street but does not intersect with the sewer line under Montgomery Street. Given the size of the existing combined sewer facilities in the vicinity of the Proposed Development Site, it is anticipated that there is ample capacity in the adjacent sewer infrastructure to accommodate the additional combined flows generated by the Proposed Project.

In addition, a NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001) is required for any development that would involve soil disturbance of one or more acres. In accordance with NYSDEC SPDES (GP-0-10-001), the Applicant will be required to prepare a SWPPP, consisting of both temporary erosion and sediment controls and post-construction stormwater BMPs. Post-construction stormwater management measures that would be integrated into the Proposed Project as part of the SWPP could include measures such as on-site detention, infiltration practices, and vegetated areas. The following typical BMP measures could be used to help manage stormwater flows: the implementation of BMPs described in the New York City Green Infrastructure Plan and/or green technologies, such as blue and green roofs, subsurface detention and infiltration, porous pavement, enhanced tree pits, and rain cisterns, depending on site conditions. The design of detention tanks, green

roofs, infiltration practices, and vegetated areas and/or other chosen stormwater control BMPs, would achieve an overall release rate of 0.25 cubic feet per second (cfs), or ten percent of DEP's allowable flow rate (whichever is greater) from the Proposed Development Site. Sewer improvements and/or a new drainage plan may also be required to support the site connection proposal.

Therefore, with the incorporation of appropriate BMPs that would be required as part of the site connection approval process to be reviewed and approved by DEP, the overall volume of sanitary sewer discharge and stormwater runoff, as well as the peak stormwater runoff rate, would be substantially reduced. As the wastewater treatment capacity at the Owls Head WPCP and the sewer conveyance infrastructure near the Proposed Development Site would be sufficient to handle wastewater flows that would result from the Proposed Project, there would not be any significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure.

Attachment F

Transportation

962-972 Franklin Avenue Rezoning EAS
Attachment F: Transportation

I. INTRODUCTION

This chapter describes the transportation characteristics and potential impacts associated with the Proposed Actions, which consist of zoning map amendment, zoning text amendment, and special permit. As described in Chapter 1, "Project Description," the Proposed Actions would facilitate the development of a site in the Crown Heights neighborhood of Brooklyn; the Applicant-owned Proposed Development Site is comprised of Lots 63, and 66 on Block 1192 (the "Proposed Development Site"). The Proposed Actions would facilitate the development of a 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-used residential and commercial building (the "Proposed Project"). The Proposed Project would comprise of 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH (Mandatory Inclusionary Housing). In addition to the residential component, approximately 8,128 gsf of local retail space would be provided. Parking for approximately 20 percent of the Proposed Project's market-rate units be allocated for parking on the ground- and cellar-levels of the Proposed Project (approximately 71 spaces). Absent the Proposed Actions, it is anticipated that the Proposed Development Site would be redeveloped pursuant to filed plans with the Department of Buildings (DOB) with residential uses pursuant to the as-of-right R6A zoning. The Applicant would construct a 235,482 gsf, seven-story residential building containing approximately 168 DUs (177,716 gsf) and 84 accessory off-street parking spaces. The 84 accessory off-street parking spaces would be in compliance with the R6A district's requirement for parking for 50 percent of the building's market-rate units. No commercial uses would be permitted. As described in more detail in **Attachment A, "Project Description"**, the incremental (net) change that would result from the Proposed Development is the addition of 307 dwelling units (241,630 gsf) and 8,128 gsf of local retail uses.

This attachment describes in detail the existing transportation conditions in proximity to the Project Area. Future conditions in the year 2026 without the Proposed Actions (the No-Action condition) are then determined, including additional transportation-system demand and any changes expected by the year 2026. The increase in travel demand resulting from the Proposed Actions is then projected and added to the No-Action condition to develop the 2026 future with the Proposed Actions (the With-Action condition).

II. PRELIMINARY ANALYSIS METHODOLOGY

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) forecast to estimate the numbers of person and vehicle trips attributable to the Proposed Actions. According to the *CEQR Technical Manual*, if the proposed action is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 analysis) are to be performed to estimate the incremental trips that would be incurred at specific

transportation elements and to identify potential locations for further analyses. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service (CWFS) in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

III. LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the numbers of person and vehicle trips by mode expected to be generated by the Proposed Actions during the weekday AM, midday, and PM and Saturday peak hours. These estimates were then compared to the *CEQR Technical Manual* analysis thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted. The travel demand assumptions used for the assessment are described in the following sections, along with a summary of the travel demand that would be generated by the Proposed Actions. A detailed travel demand forecast is then provided for the Proposed Actions.

Transportation Planning Factors

The transportation planning factors used to forecast travel demand for the Proposed Project's land uses are summarized in Table F-1. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2021 *CEQR Technical Manual*, 2015-2019 American Community Survey (ACS) journey-to-work data, data from DOT surveys, and factors developed for recent environmental reviews. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand). Additional details on the transportation planning factors used for the travel demand forecast are presented in the *Transportation Planning Factors and Travel Demand Forecast* technical memorandum provided in **Appendix III**.

Residential

The forecast of travel demand for the residential portion used trip generation rates, directional splits, temporal distributions, and truck trip generation rates sourced from the 2021 CEQR Technical Manual. A weekday trip generation rate of 8.18 person trips per DU and a Saturday trip generation rate of 9.08 person trips per DU were utilized to forecast residential demand. Temporal distributions of 9.3 percent, 5.6 percent, 8.5 percent, and 8.4 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were sourced from the 2021 *CEQR Technical Manual*. The residential modal split and auto vehicle occupancy were derived from 2015-2019 American Community Survey ("ACS") Journey-to-Work data for Brooklyn census tracts 213, 215, 217, 219, 325, and 327. The modal splits used to forecast residential demand were 12 percent, 0.6 percent, 73.5 percent, 6.8 percent, and 7.2 percent for autos, taxis, subway, bus, and walk/bike/other, respectively. An auto vehicle occupancy of 1.27 was utilized based on the ACS data. A taxi occupancy rate of 1.40 was based on data from the 2014 Atlantic Yards FSEIS.

Local Retail

The forecast of travel demand for the proposed local retail use used a weekday trip generation rate of 329 person trips per 1,000 gsf, a Saturday trip generation rate of 358 person trips per 1,000 gsf and temporal distributions of 4.8 percent, 8 percent, 10.9 percent and 11.7 percent for the weekday AM, midday, PM and Saturday peak hours, respectively, as per the *CEQR Technical Manual*. The retail modal splits for the weekday AM, midday and PM peak hours – estimated to be 11.0 percent, 0.0 percent, 3.0 percent, 4.0 percent and 84.0 percent mode shares for private auto, taxi/drop-off, subway, bus and walk-only/bike/other modes, respectively – were based on local retail data provided by the NYCDOT. The directional in/out splits were sourced from the 2021 *CEQR Technical Manual*. And the vehicle occupancy of 1.20 for private autos and taxis were based on data provided by the NYCDOT. truck factors for the proposed residential use were also based on CEQR Technical Manual guidance.

Trip Generation

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2026 analysis year was derived based on the land uses described above and the transportation planning factors shown in Table F-1. Table F-2 shows an estimate of the net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in late 2026 with implementation of the Proposed Actions.

As shown in Table F-2, the Proposed Actions would generate a net increase of approximately 362 person trips (in + out combined) in the weekday AM peak hour, 355 in the weekday midday, 505 in the weekday PM peak hour, and 574 in the Saturday peak hour. Peak hour vehicle trips (including auto, bus, truck, and taxi trips) would increase by a total of approximately 31, 34, 45, and 52 (in + out combined) in the weekday AM, midday, and PM and Saturday peak hours, respectively.

Peak hour subway trips would increase by a total of 182, 114, 170, and 188 during these periods, respectively, while bus trips would increase by approximately 20, 14, 22 and 24, respectively. Total pedestrian trips (subway, bus, and walk-only trips made on foot) would increase by 328, 317, 453, and 514 during the weekday AM, midday, and PM and Saturday peak hours, respectively.

Since the numbers of peak hour trips would exceed the *CEQR Technical Manual* analysis Level 1 screening thresholds for vehicular traffic and pedestrians, a Level 2 screening assessment was undertaken to identify specific locations, if any, where additional detailed analyses may be warranted.

TABLE F-1
Transportation Planning Factors

Land Use:		Residential		Local Retail	
Trip Generation:		(1)		(1)	
	Weekday	8.18		329	
	Saturday	9.08		358	
		per DU		per 1,000 sf	
Temporal Distribution:		(1)		(1)	
	AM	9.3%		4.8%	
	MD	5.6%		8.0%	
	PM	8.5%		10.9%	
	SAT	8.4%		11.7%	
		(2)		(4)	
Modal Splits:		All		All	
	Auto	8.4%		11.0%	
	Taxi	0.7%		0.0%	
	Subway	76.1%		3.0%	
	Bus	7.8%		2.0%	
	Walk/Bike/Other	7.0%		84.0%	
		100.0%		100.0%	
		(1)		(1)	
In/Out Splits:		In	Out	In	Out
	AM	22.0%	78.0%	52.0%	48.0%
	MD	50.0%	50.0%	50.0%	50.0%
	PM	62.0%	38.0%	50.0%	50.0%
	SAT	55.0%	45.0%	50.0%	50.0%
Vehicle Occupancy:		(2)(3)		(4)	
	Auto	1.27		1.20	
	Taxi	1.4		1.20	
Truck Trip Generation		(1)		(1)	
	Weekday	0.06		0.35	
	Saturday	0.02		0.04	
		per DU		per 1,000 sf	
Truck Temporal Distribution		(1)		(1)	
	AM	12.0%		8.0%	
	MD	9.0%		11.0%	
	PM	2.0%		2.0%	
	SAT	9.0%		11.0%	
		In	Out	In	Out
	AM/MD/PM/Sat	50.0%	50.0%	50.0%	50.0%

Notes:

(1) 2021 *City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on *2015-2019 American Community Survey ("ACS") Journey-to-Work data* for Brooklyn Tracts 213, 215, 217, 219, 325, and 327.

(3) *Atlantic Yards Arena and Redevelopment Project FSEIS,* 2014.

(4) Based on data provided by NYCDCP/NYCDOT.

TABLE F-2
Travel Demand Forecast (Net Incremental Trips)

Land Use:		Residential		Local Retail		Total	
Area/Units:		307 DU		8,128 gsf			
Peak Hour Trips:							
	AM	234		128		362	
	MD	141		214		355	
	PM	213		292		505	
	Saturday	234		340		574	
Person Trips:							
		In	Out	In	Out	In	Out
AM	Auto	4	15	7	7	11	22
	Dropoff/Taxi	0	1	0	0	0	1
	Subway	39	139	2	2	41	141
	Public Bus	4	14	1	1	5	15
	Walk/Bike/Other	4	14	56	52	60	66
	Total	51	183	66	62	117	245
		In	Out	In	Out	In	Out
MD	Auto	6	6	12	12	18	18
	Dropoff/Taxi	1	1	0	0	1	1
	Subway	54	54	3	3	57	57
	Public Bus	5	5	2	2	7	7
	Walk/Bike/Other	5	4	90	90	95	94
	Total	71	70	107	107	178	177
		In	Out	In	Out	In	Out
PM	Auto	11	7	16	16	27	23
	Dropoff/Taxi	1	1	0	0	1	1
	Subway	100	62	4	4	104	66
	Public Bus	10	6	3	3	13	9
	Walk/Bike/Other	9	6	123	123	132	129
	Total	131	82	146	146	277	228
		In	Out	In	Out	In	Out
Saturday	Auto	11	9	19	19	30	28
	Dropoff/Taxi	1	1	0	0	1	1
	Subway	98	80	5	5	103	85
	Public Bus	10	8	3	3	13	11
	Walk/Bike/Other	9	7	143	143	152	150
	Total	129	105	170	170	299	275
Vehicle Trips :		In	Out	In	Out	In	Out
AM	Auto	3	12	6	6	9	18
	Dropoff/Taxi	0	1	0	0	0	1
	Dropoff/Taxi Balanced	1	1	0	0	1	1
	Truck	1	1	0	0	1	1
	Total	5	14	6	6	11	20
		In	Out	In	Out	In	Out
MD	Auto	5	5	10	10	15	15
	Dropoff/Taxi	1	1	0	0	1	1
	Dropoff/Taxi Balanced	2	2	0	0	2	2
	Truck	0	0	0	0	0	0
	Total	7	7	10	10	17	17
		In	Out	In	Out	In	Out
PM	Auto	9	6	13	13	22	19
	Dropoff/Taxi	1	1	0	0	1	1
	Dropoff/Taxi Balanced	2	2	0	0	2	2
	Truck	0	0	0	0	0	0
	Total	11	8	13	13	24	21
		In	Out	In	Out	In	Out
Saturday	Auto	9	7	16	16	25	23
	Dropoff/Taxi	1	1	0	0	1	1
	Dropoff/Taxi Balanced	2	2	0	0	2	2
	Truck	0	0	0	0	0	0
	Total	11	9	16	16	27	25

IV. LEVEL 2 SCREENING ASSESSMENT

A Level 2 screening assessment involves the assignment of project-generated trips to the study area street network, pedestrian elements, and transit facilities, and the identification of specific locations where the incremental increase in demand may potentially exceed *CEQR Technical Manual* analysis thresholds and therefore require a quantitative analysis. Additional details on the screening assessment are presented in the Transportation Planning Factors and Travel Demand Forecast Memorandum.

Vehicular Traffic

Based upon the projected development associated with the Proposed Actions, there would be 31, 34, 45, and 52 additional vehicle trips during the weekday AM, midday, and PM and Saturday peak hours, respectively. The Saturday hour peak hour project-generated trips would exceed the *CEQR Technical Manual* threshold of 50 vehicles during the peak hours for Level 1 screening and, therefore, a Level 2 screening was performed to help identify intersections for detailed analysis.

The *CEQR Technical Manual* Level 2 screening threshold for detailed analysis is also 50 vehicles, but this threshold applies to individual intersections during the peak hours (rather than total trips generated). A preliminary assignment of net increment traffic volumes was prepared for the Saturday midday period to help identify individual intersections for analysis (a Level 2 screening assessment). The action-generated vehicle trips were assigned to the street network surrounding the Proposed Development Site. The origins and destinations of the vehicle trips for the Proposed Project within the Proposed Development Site were based on the project location, area arterials, and 2012-2016 American Association of State Highway, Transportation Officials ("AASHTO") Census Transportation Planning Products ("CTTP") journey-to-work data for Brooklyn census tracts in the vicinity of the Proposed Development Site. Auto and taxi trips were first assigned to various portals on the periphery of the Proposed Development Site and from there via the most direct route to the Proposed Development Site. Auto trips were conservatively assigned directly to the on-site parking on the Proposed Development Site. Trips from other land uses were assigned locally. Truck trips were first assigned to designated Through and Local truck routes providing access to the Development Site, and then to the most direct paths to and from the Proposed Development Site. It should be noted that some street improvement changes are planned and to be implemented by 2026 at Empire Boulevard and Franklin Avenue and Empire Boulevard and Washington Avenue; these improvements were also considered in the traffic assignment.

Figure F-1 shows the assignment of incremental peak hour vehicle trips (including auto, taxi, and truck) for the Saturday midday peak hour. As shown in the vehicular assignments in **Figure F-1**, the incremental peak hour vehicle trips generated by the Proposed Actions would not exceed the 50-trip CEQR Technical Manual analysis threshold at any intersections during the Saturday midday peak hour. Therefore, a detailed traffic analysis is not warranted in the EAS. As such, based on *CEQR Technical Manual* guidance, significant adverse impacts to traffic conditions are not anticipated as result of the Proposed Actions.

Pedestrians

Under *CEQR Technical Manual* criteria, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more peak hour pedestrians at any sidewalk, corner area or

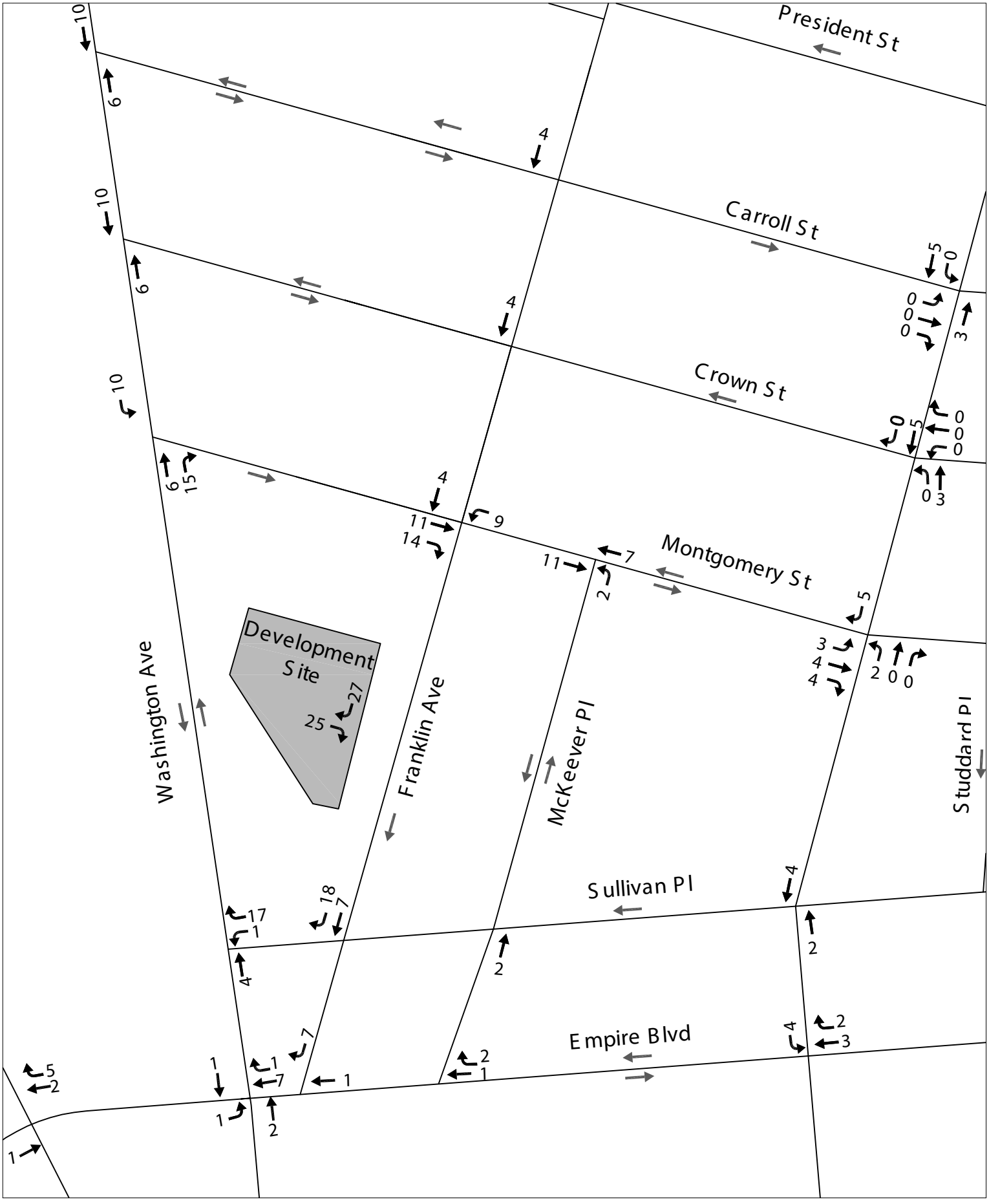


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Figure F-1

Saturday Peak Hour Traffic Assignments

crosswalk. As shown in **Table F-2**, the Proposed Actions are expected to generate approximately 126 walk-only trips in the weekday AM peak hour, 189 in the midday peak hour, 261 in the PM peak hour, and 302 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 202, 128, 192, and 212 additional pedestrian trips to sidewalks and crosswalks in the vicinity of the rezoning area during these same periods, respectively. New pedestrian trips would therefore total 328, 317, 453, and 514 (bus, subway and "walk only"; in and out combined) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

For the pedestrian trip assignment for the Proposed Actions, the walk-only trips were distributed evenly around the network. Subway and bus trips were assigned to subway lines and bus routes at the nearest subway station and bus stops. As shown in **Figure F-2**, a total of two pedestrian elements, including the west sidewalk between Montgomery Street and Sullivan Place (on the project frontage) and the northwest corner of Franklin Avenue and Sullivan Place, are expected to exceed the *CEQR Technical Manual* analysis threshold of 200 new peak hour pedestrian trips during the weekday PM and Saturday midday peak hours. The analysis elements are primarily located along the Franklin Avenue. It should be noted that the corner area at Franklin Avenue and Montgomery Street is expected an increase of more than 200 new pedestrian trips but will not be included in the pedestrian analysis as the intersection of Franklin Avenue with Montgomery Street is unsignalized.

Parking

Pursuant to *CEQR Technical Manual* guidance, on- and off-street parking analyses may be warranted if a quantified traffic analysis is necessary based on the Level 1 and Level 2 screening assessments. Based on the screening assessments detailed above, a quantified traffic analysis would not be warranted for the Proposed Actions. Therefore, based on *CEQR Technical Manual* guidance, quantified parking analyses are not warranted for the Proposed Actions.

V. TRANSPORTATION ANALYSES METHODOLOGIES

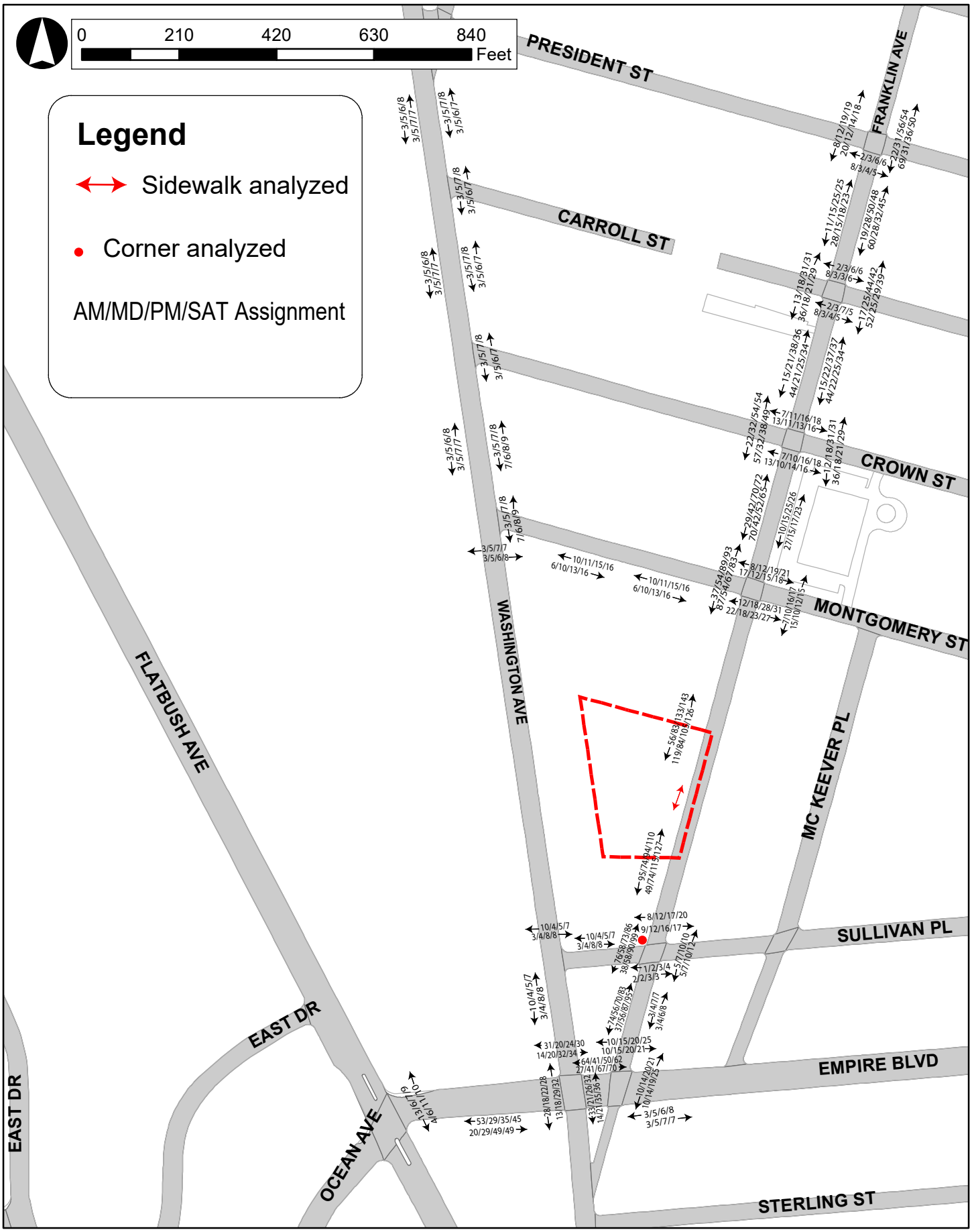
Pedestrians

Analysis Methodology

Existing pedestrian volumes were collected along analyzed sidewalks, corner areas, and crosswalks in the vicinity of the Project Area in November 2017 (pre-pandemic). Those counts were used to determine peak hours by comparing the average rolling hourly volumes during the traditional peak periods. Based on existing peak pedestrian volumes along corridors in the study area, the peak hours selected for analysis include the weekday 5 to 6 PM peak hour, and the 12 to 1 PM peak hour on Saturday. It should be noted the pre-pandemic 2017 count data was conservatively grown to reflect background growth between 2017 and 2022. As such, 2022 Existing peak hour volumes are estimated by applying an annual background growth factor of 0.5% (per guidelines in the *CEQR Technical Manual* for Brooklyn) for five years.

Peak 15-minute pedestrian flow conditions during the weekday PM and Saturday midday peak hours are analyzed using the *Highway Capacity Manual 2010* methodology and procedures outlined in the *CEQR Technical Manual*. Using this methodology, the congestion level of pedestrian facilities is determined by considering pedestrian volume, measuring the sidewalk or crosswalk width, determining the available

Figure F-2
Pedestrian Assignment and Analysis Locations



pedestrian capacity, and developing a ratio of volume flows to capacity conditions. The resulting ratio is then compared with LOS standards for pedestrian flow, which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of street corners is more complicated as these spaces cannot be treated as corridors due to the time incurred waiting for traffic lights. To effectively evaluate these facilities a "time-space" analysis methodology is employed, which takes into consideration the traffic light cycle at intersections.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. Table F-3 defines the LOS criteria for pedestrian corner area and sidewalk conditions, as based on the *Highway Capacity Manual* methodology.

The analysis of sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. "Platooning" is the tendency of pedestrians to move in bunched groups or "platoons" once they cross a street where cross traffic required them to wait, which is more representative of pedestrian activities within New York City CBD and non-CBD areas. Platooning generally results in an LOS one level poorer than that determined for average flow rates.

TABLE F-3
Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service Descriptions

LOS	Crosswalk/Corner	Corner Area Criteria (sf/ped)	Sidewalk Criteria (sf/ped)
A	(Unrestricted)	> 60	> 530
B	(Slightly Restricted)	> 40 to 60	> 90 to 530
C	(Restricted but fluid)	> 24 to 40	> 40 to 90
D	(Restricted, necessary to continuously alter walking stride and direction)	> 15 to 24	> 23 to 40
E	(Severely restricted)	> 8 to 15	> 11 to 23
F	(Forward progress only by shuffling; no reverse movement possible)	≤ 8	≤ 11

Notes:
Based on average conditions for 15 minutes
sf/ped – square feet of area per pedestrian
Source:2021 *CEQR Technical Manual*

Significant Impact Criteria

Sidewalks
The *CEQR Technical Manual* impact criteria for a Central Business District (CBD) location are used to identify significant adverse impacts due to the proposed rezoning. These criteria define a significant adverse sidewalk impact to have occurred under platoon conditions if the average pedestrian space under the No-Action condition is greater than 34.7 square feet/pedestrian (sf/ped), and the average pedestrian space under the With-Action condition is 31.4 sf/ped or less (worse than mid-LOS D). If the average pedestrian space under the With Action condition is greater than or equal to 31.5 sf/ped (mid-LOS D or better), the impact should not be considered significant. If the No Action pedestrian space is between 6.4 and 34.6 sf/ped, a reduction in pedestrian space under the With Action condition should be considered significant based on Table F-4, which shows a sliding scale that identifies what decrease in pedestrian space is considered a significant impact for a given pedestrian space value in the No Action condition. If

the reduction in pedestrian space is less than the value in Table F-4, the impact is not considered significant. If the average pedestrian space under the No-Action condition is 6.3 sf/ped or less, then a reduction in pedestrian space greater than or equal to 0.3 sf/ped, under the With Action condition, should be considered significant.

TABLE F-4
Significant Impact Criteria for Sidewalks in a CBD Location

No Action Condition Pedestrian Flow (ft^2/ped)			With Action Condition Pedestrian Flow Increment to be Considered a Significant Impact (ft^2/ped)
≥ 34.7			With Action Condition ≤ 31.4
34.0	to	34.6	Reduction ≥ 3.3
33.0	to	33.9	Reduction ≥ 3.2
32.1	to	32.9	Reduction ≥ 3.1
31.1	to	32.0	Reduction ≥ 3.0
30.2	to	31.0	Reduction ≥ 2.9
29.2	to	30.1	Reduction ≥ 2.8
28.3	to	29.1	Reduction ≥ 2.7
27.3	to	28.2	Reduction ≥ 2.6
26.4	to	27.2	Reduction ≥ 2.5
25.4	to	26.3	Reduction ≥ 2.4
24.5	to	25.3	Reduction ≥ 2.3
23.5	to	24.4	Reduction ≥ 2.2
22.6	to	23.4	Reduction ≥ 2.1
21.6	to	22.5	Reduction ≥ 2.0
20.7	to	21.5	Reduction ≥ 1.9
19.7	to	20.6	Reduction ≥ 1.8
18.8	to	19.6	Reduction ≥ 1.7
17.8	to	18.7	Reduction ≥ 1.6
16.9	to	17.7	Reduction ≥ 1.5
15.9	to	16.8	Reduction ≥ 1.4
15.0	to	15.8	Reduction ≥ 1.3
14.0	to	14.9	Reduction ≥ 1.2
13.1	to	13.9	Reduction ≥ 1.1
12.1	to	13.0	Reduction ≥ 1.0
11.2	to	12.0	Reduction ≥ 0.9
10.2	to	11.1	Reduction ≥ 0.8
9.3	to	10.1	Reduction ≥ 0.7
8.3	to	9.2	Reduction ≥ 0.6
7.4	to	8.2	Reduction ≥ 0.5
6.4	to	7.3	Reduction ≥ 0.4
≤6.3			Reduction ≥ 0.3

Source: 2021 *CEQR Technical Manual*

Corner Areas

For CBD areas, *CEQR Technical Manual* criteria define a significant adverse corner area or crosswalk impact to have occurred if the average pedestrian space under the No Action condition is greater than or equal to 21.5 sf/ped and, under the With Action condition, the average pedestrian space decreases to 19.4 sf/ped or less (worse than mid-LOS D). If the pedestrian space under the With Action condition is greater than or equal to 19.5 sf/ped (mid-LOS D or better), the impact should not be considered significant. If the average pedestrian space under the No Action condition is between 5.1 and 21.4 sf/ped, a decrease in pedestrian space under the With Action condition should be considered significant based on Table F-5 which shows a

sliding scale that identifies what decrease in pedestrian space is considered a significant impact for a given amount of pedestrian space in the No-Action condition. If the decrease in pedestrian space is less than the value in Table F-5, the impact is not considered significant. If the average pedestrian space under the No-Action condition is less than 5.0 sf/ped or less, then a decrease in pedestrian space greater than or equal to 0.2 sf/ped should be considered significant.

TABLE F-5
Significant Impact Criteria for Corners and Crosswalks in a CBD Location

No Action Condition Pedestrian Space (ft^2/ped)			**With Action Condition Pedestrian Space Reduction to be Considered a Significant Impact (ft^2/ped)**
≥ 21.5			With Action Condition ≤ 19.4
21.3	to	22.4	Reduction ≥ 2.1
20.4	to	21.2	Reduction ≥ 2.0
19.5	to	20.3	Reduction ≥ 1.9
18.6	to	19.4	Reduction ≥ 1.8
17.7	to	18.5	Reduction ≥ 1.7
16.8	to	17.6	Reduction ≥ 1.6
15.9	to	16.7	Reduction ≥ 1.5
15	to	15.8	Reduction ≥ 1.4
14.1	to	14.9	Reduction ≥ 1.3
13.2	to	14.0	Reduction ≥ 1.2
12.3	to	13.1	Reduction ≥ 1.1
11.4	to	12.2	Reduction ≥ 1.0
10.5	to	11.3	Reduction ≥ 0.9
9.6	to	10.4	Reduction ≥ 0.8
8.7	to	9.5	Reduction ≥ 0.7
7.8	to	8.6	Reduction ≥ 0.6
6.9	to	7.7	Reduction ≥ 0.5
6	to	6.8	Reduction ≥ 0.4
5.1	to	5.9	Reduction ≥ 0.3
≤ 5.0			Reduction ≥ 0.2

Source: 2021 *CEQR Technical Manual*

VI. PEDESTRIANS

Existing Conditions

As discussed previously in Section IV, "Level 2 Screening Assessment," the analysis of pedestrian conditions focuses on a total of two representative pedestrian elements where new trips generated by the Proposed Project are expected to be most concentrated. These elements—a sidewalk and a corner area—are primarily located in close proximity to the Proposed Development Site. As shown in **Figure F-2**, they include the west sidewalk on Franklin Avenue between Montgomery Street and Sullivan Place, and the northwest corner of corner area at Franklin Avenue and Sullivan Place.

Sidewalks

Table F-5 shows the existing peak hour pedestrian volumes, average pedestrian space (in sf/ped), and platoon-adjusted LOS at the analyzed sidewalk. As shown in Table F-6, the analyzed sidewalk currently operates at an acceptable LOS A in the weekday PM and Saturday midday peak hours.

TABLE F-6
Existing Sidewalk Conditions

Location		Effective Width (ft.)	Peak Hour Volumes[1]		Average Pedestrian Space (ft. ^{2}/ped)		LOS	
			PM	SAT	PM	SAT	PM	SAT
Franklin Ave btwn Montgomery St. & Sullivan Pl	West side	6.5	53	47	1573.5	1445.8	A	A

[1]Peak hour volumes include both northbound and southbound pedestrians

Corner Areas

Table F-7 shows the average pedestrian space (in sf/ped) and levels of service at the analyzed corner area. As shown in Table F-7, the analyzed corner area currently operates at an uncongested LOS A in the weekday PM and Saturday midday peak hours.

TABLE F-7
Existing Corner Area Conditions

Location		Peak Hour Volumes [1]		Average Pedestrian Space (ft. ^{2}/ped)		LOS	
		PM	SAT	PM	SAT	PM	SAT
Franklin Ave & Sullivan Pl	NW	5	15	1304.2	1438.8	A	A

[1] Peak hour volumes are around the corner

The Future without the Proposed Actions (No-Action Condition)

Pedestrian volumes along analyzed sidewalks, crosswalks, and corner areas are expected to increase through 2026 as a result of background growth as well as demand from new development. In order to forecast 2026 future traffic conditions without the Proposed Actions (the No-Action condition), development on the Proposed Development Site and other developments were considered. In determining future No-Action pedestrian volumes, development on the Proposed Development Site pursuant to existing zoning was considered, as was demand from other No-Action development projects. Six No Build projects that are assumed to be planned for the study area by 2026 would exceed minimum development densities for requiring transportation analysis (as defined in Table 16-1 in the *CEQR Technical Manual*) and generate pedestrian flows through analyzed elements. Where new developments were found to generate relatively little new traffic through analyzed elements, demand from their sites was also assumed to be reflected as part of general background growth. Several other small projects would fall below minimum development densities for requiring transportation analysis and are assumed to be accounted for in background growth. This background growth was applied to account for these smaller projects and as-of-right developments and general increases in travel demand not attributable to specific development projects. This background growth between 2022 and 2026 (anticipated year of project completion and full occupancy) was accounted for by applying an annual background growth rate of 0.5% (per guidelines in the *CEQR Technical Manual* for Brooklyn) for three years.

Sidewalks

Table F-8 shows the No-Action peak hour pedestrian volumes, average pedestrian space, and LOS at analyzed sidewalks. As shown in Table F-8, the analyzed sidewalk is expected to deteriorate from LOS A (in the Existing conditions) to LOS B (in the No-Action conditions) in both the weekday PM and Saturday midday peak hours.

TABLE F-8
No-Action Sidewalk Conditions

Location		Effective Width (ft.)	Peak Hour Volumes[1]		Average Pedestrian Space (ft. ^{2}/ped)		LOS	
			PM	SAT	PM	SAT	PM	SAT
Franklin Ave btwn Montgomery St. & Sullivan Pl.	West side	6.5	621	627	133.9	107.9	B	B

[1]Peak hour volumes include both northbound and southbound pedestrians

Corner Areas

Table F-9 shows the average pedestrian space and LOS at the analyzed corner area in the No-Action condition. As shown in Table F-9, the analyzed corner areas are expected to continue to operate at an uncongested LOS A in both peak hours in the future without the Proposed Actions. No corner areas are expected to experience a degradation on level of service from the Existing conditions to the No-Action conditions.

TABLE F-9
No-Action Corner Area Conditions

Location		Peak Hour Volumes [1]		Average Pedestrian Space (ft. [2]/ped)		LOS	
		PM	SAT	PM	SAT	PM	SAT
Franklin Ave & Sullivan Pl	NW	24	23	150.6	145.0	A	A

[1] Peak hour volumes are around the corner

The Future with the Proposed Actions (With-Action Condition)

The Proposed Actions would generate new pedestrian demand on analyzed sidewalk and corner area by 2026. This new demand would include trips made solely by walking, as well as pedestrian trips en route to and from subway station entrances and bus stops. Pedestrian trips generated by the Proposed Actions are expected to be most concentrated in proximity to the Proposed Development Site on Franklin Avenue.

As shown in Table F-2, the Proposed Actions would generate approximately 261 walk-only in the PM peak hour and 302 walk-only in the Saturday midday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 192 and 212 additional pedestrian trips to sidewalks and crosswalks in the vicinity of the rezoning area during these same periods, respectively. New pedestrian trips would therefore total 453 and 514 (bus, subway and "walk only"; in and out combined) in the weekday PM and Saturday midday peak hours, respectively. These pedestrian volumes were added to the projected No-Action volumes to generate the With-Action pedestrian volumes for analysis. Anticipated conditions at the analyzed sidewalk and corner area in the future with the Proposed Actions are shown in Tables F-10 through F-11.

Sidewalks

Table F-10 shows the incremental change in peak hour pedestrian volumes attributable to the Proposed Actions and the total With-Action pedestrian volumes, average pedestrian space, and LOS at the analyzed sidewalk. As shown in Table F-10, the analyzed sidewalk is expected to operate at an acceptable LOS B (from LOS B in the No-Action conditions) and LOS C (from LOS B in the No-Action conditions) in the weekday PM and Saturday midday peak hours, respectively, in the future with the Proposed Actions. As such, the Proposed Actions would not result in significant adverse sidewalk impacts.

TABLE F-10
With-Action Sidewalk Conditions

Location		Effective Width (ft.)	Peak Hour Volumes[1]		Average Pedestrian Space (ft. [2]/ped)		LOS	
			PM	SAT	PM	SAT	PM	SAT
Franklin Ave btwn Montgomery St. & Sullivan Pl.	West side	6.5	832	868	99.7	77.6	B	C

[1]Peak hour volumes include both northbound and southbound pedestrians

Corner Areas

Table F-11 shows the average pedestrian space and LOS at the analyzed corner area in the With-Action condition. As shown in Table F-11, the northwest corner of Franklin Avenue and Sullivan Place would continue to operate at an uncongested LOS A in both peak hours with the Proposed Actions. No corner areas are expected to experience a degradation on level of service from the No-Action conditions to With-Action conditions. As such, the Proposed Actions would not result in significant adverse corner impacts.

TABLE F-11
With-Action Corner Area Conditions

Location		Peak Hour Volumes [1]		Average Pedestrian Space (ft. ^{2}/ped)		LOS	
		PM	SAT	PM	SAT	PM	SAT
Franklin Ave & Sullivan Pl	NW	38	38	111.1	104.2	A	A

[1] Peak hour volumes are around the corner

Attachment G

Air Quality

I. INTRODUCTION

Ambient air quality, defined as pollutant levels in the surrounding environment to which the public has access, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. The pollutants of concern include six criteria pollutants—known as "criteria" pollutants, and air toxics or toxic air pollutants known as noncriteria pollutants, which include hazardous air pollutants (HAPs) and many other pollutants. Under the City Environmental Review (CEQR), an air quality assessment determines both a proposed project's effects on ambient air quality and the quality of the ambient air at the project. This analysis was conducted in accordance with the *2021 CEQR Technical Manual* methodology. As discussed in **Attachment B, "Supplemental Screening,"** due to the Proposed Project's size and distance to buildings of a similar height, a detailed stationary source analysis is required and is presented below.

II. PRINCIPAL CONCLUSIONS

The analysis concludes that the Proposed Project would not result in significant adverse air quality impacts and would not be adversely affected by existing sources of air emissions in the surrounding area. A detailed analysis was required for the Proposed Project heating/hot water, ventilation, and air conditioning (HVAC) systems potential for significant impact on other land uses in the area. No significant impact is expected with the HVAC stack located 3 feet above the Proposed Project roof height of 145 feet.

III. DETAILED STATIONARY SOURCE ANALYSIS

A detailed analysis was conducted to evaluate the Proposed Project potential for significant impact on the development facilitated by the Franklin Avenue Rezoning (CEQR No. 17DCP067K), which is located on the north side of Montgomery Street (Block 1190, Lots 29, 45, and 50). As a conservative measure, the 211-foot-tall[1] residential building, located 375 feet east of the Development Site at 1720 Bedford Avenue (Block 1302, Lot 1), was also included in the model. Lakes Environmental, Inc. MPI version 22112 executable was used in the AERMOD detailed analysis. The MPI executable takes advantage of computers with multiple processors, reducing run-time significantly. Lakes Environmental, Inc. adjusted the US EPA AERMOD source code and recompiled the model to parallelize the processing of receptors. The latest MPI executable (used in the analysis) modified EPA's AERMOD latest executable model version 22112. The AERMOD model incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain. The model was run with the regulatory default option, where applicable, and for both with and without downwash effects options, where the Building Profile Input Program (BPIP) was run with the

[1] NYC Open Data. "Building Footprints." < https://data.cityofnewyork.us/Housing-Development/Building-Footprints/nqwf-w8eh> January 30, 2023.

downwash effect enabled. All analyses were conducted using five consecutive years of meteorological data (2016-2020), obtained from the NYSDEC. Surface data used in the analysis is from LaGuardia Airport, upper air data is from Brookhaven station, New York. The meteorological data provided hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period. Population in Queens County, obtained from DCP 2020 annual report, was specified to account for the effects of increased surface heating from an urban area on pollutant dispersion under stable atmospheric conditions.

Oil No. 2 would be the type of fossil fuel, if any, used in the Proposed Development HVAC system(s). The pollutants of concern for Oil No. 2 fueled boilers are nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particles with an aerodynamic diameter of less than or equal to 2.5 micrometers (μm) (referred to as $PM_{2.5}$). The HVAC system's total energy capacity was calculated based on the Proposed Project gsf, excluding the parking facility gsf, and energy consumption rate, obtained from the *CEQR Technical Manual Appendices*, corresponding to residential use in the building. Pollutants emission factors were obtained from the EPA AP-42 manual for external combustion sources. All fuel was assumed to be consumed during the 100-day (or 2,400 hour) heating season. Table G-1 shows the Proposed Project HVAC system'(s) pollutants emission rates.

TABLE G-1
HVAC System(s) Short-term and Annual Emission Rates

Site ID	Floor Area; Bldg. Height	Fuel Used	Pollutant	Short-term Emission Rate (g/s)	Annual Emission Rate (g/s)
Proposed Project	440,589 gsf (above grade); 145 ft	Oil No. 2	NO_2	1.76E-01	4.82E-02
			$PM_{2.5}$	1.87E-02	5.13E-03
			SO_2	1.87E-03	5.13E-04

The boiler stack's diameter and stack exit temperature were estimated based on values obtained from the DEP "CA Permit" database for the corresponding boiler sizes (i.e., rated heat input or million Btu per hour).[2] The Proposed Project boiler stack was placed 3 feet above the roofline and as close as possible to the receiving building. As such, one stack was located as close as possible to the development associated with the Proposed Actions Franklin Avenue Rezoning (CEQR No. 17DCP067K) and another stack located as close as possible to the residential building at 1720 Bedford Avenue (Block 1302, Lot 1). A stack set back distance was specified if impact was predicted.

The Proposed Project was modeled as a building that covers its entire lot area (the wall façade located on the outer lot lines). Buildings in the surrounding area, including the 315-foot-tall building located at 49 Crown Street (Block 1189, Lot 60), were accounted for in the downwash effect on plums dispersions (BPIP). Receptors on the receiving building were placed on all wall façade from the ground floor to the roof-top height in spaced intervals. Lakes Environmental, Inc. commercial application of AERMOD (AERMOD View) was used to spatially locate buildings. The U.S. Geological Service (USGS) National Elevation Dataset (NED) 1/3 arc-second resolution (GeoTIFF dataset) was used to process buildings' base elevations. The base elevations of receptors and stacks were set to their buildings' base elevations.

[2] DEP "CA Permit" database obtained from the New York City Department of City Planning, February 2020.

One-hour NO_2 was predicted using a Tier 2 approach. For determining compliance with the 1-hour NO_2 standard, the U.S. Environmental Protection Agency (EPA) has developed a three-tiered modeling approach. Tier 1 approach assumes a full conversion of NOx to NO_2, which is the most conservative approach. Tier 2 Ambient Ratio Method 2 (ARM 2) assumes ambient equilibrium between NO and NO_2. ARM 2 adjusts the modeled NOx concentrations based on an empirical relationship between ambient NOx and ambient NO_2 concentrations. Tier 3, which is the most precise approach, accounts for the chemical transformation of NO emitted from the stack to NO_2 within the source plume using hourly ozone background concentrations. For the Tier 2 approach, the default minimum and maximum ambient of 0.5 and 0.9, respectively, were applied.

The model was run twice; with building wake effect enabled/disabled. The predicted concentration is the highest concentration of these. The NO_2 and SO_2 modeled concentrations were added to the background concentrations and result evaluated with the National Ambient Air Quality Standards (NAAQS). $PM_{2.5}$ modeled concentrations were evaluated with the *CEQR Technical Manual de minimis* for stationary sources.

The US Environmental Protection Agency (EPA) has established NAAQS for six of the most common air pollutants—known as "criteria" pollutants. The presence of these pollutants in ambient air is generally due to numerous diverse and widespread sources of emissions. Determination of significant impact related to criteria pollutants accounts for pollutants concentrations in the ambient air, which include background concentrations. Background concentrations were obtained from the New York State Department of Environmental Conservation (NYSDEC) nearest federally-mandated monitoring station. In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply $PM_{2.5}$ (applicable to mobile and/ or stationary sources) and CO (applicable to mobile sources) significant impact criteria (based on concentration increments). $PM_{2.5}$ significant impact concentrations relevant to stationary sources are evaluated as follows:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.

The HVAC dispersions analysis results are shown in Table G-2.

TABLE G-2
Project-on-Existing - HVAC Dispersion Analysis Results

Pollutant	Modeled Concentration ($\mu g/m^3$)	Background Concentration ($\mu g/m^3$)	Evaluated Concentration ($\mu g/m^3$)	Threshold Concentration ($\mu g/m^3$)	Threshold Standard
1-hour NO_2	71.80	103.59 (1)	175.4	188	NAAQS
Annual NO_2	0.94	26.8 (1)	28	100	NAAQS
24-hour $PM_{2.5}$	2.14	18.7 (2)	2.1	8.15	*de minimis*
Annual $PM_{2.5}$	0.10	7.6 (2)	0.10	0.3	*de minimis*
1-hour SO_2	1.0	15.1 (2)	16	196	NAAQS

Note:
1. NYSDEC (2019). New York State Ambient Air Quality Report for 2019, <https://www.dec.ny.gov/chemical/8406.html#Quality>.
2. NYSDEC (2020). New York State Ambient Air Quality Report for 2020, <https://www.dec.ny.gov/chemical/8406.html#Quality>.
3. $\mu g/m^3$ – microgram per meter cube.

As shown in Table G-2, the NO_2 and SO_2 predicted concentrations are within the NAAQS and $PM_{2.5}$ concentrations do not exceed the *de minimis*. Therefore, no significant impact is predicted from the Proposed Project HVAC system(s) with the HVAC stack located at least 148 feet above grade.

In order to ensure no significant impact would occur with respect to HVAC systems, an (E)-Designation will be placed on the Development Site (Block 1192, Lots 63 and 66) for the minimum stack height. The text for E-728 would be as follows:

> **Block: 1192, Lots: 63 and 66**
>
> **Any new residential and/or commercial development on the above-referenced property must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located at the highest tier and at least 148 feet above grade to avoid any potential significant adverse air quality impact**.

IV. CONCLUSION

No significant adverse air quality impact was predicted in the analysis. No significant impact was predicted in the HVAC analysis with the Proposed Project HVAC stack(s) located at least 148 feet above grade.

Attachment H

Noise

I. INTRODUCTION

This attachment assesses the potential for the proposed actions to result in significant adverse noise impacts. As described in **Attachment A, "Project Description,"** the Proposed Actions include a zoning map amendment, a zoning text amendment pursuant to MIH, and a zoning special permit pursuant to ZR section 74-533 to waive the parking requirements per ZR section 25-23. Approval of the Proposed Actions would rezone the Project Area (Block 1192, p/o Lots 1, 63, 66, 77, and 85) from R6A and R8A and R8A/C2-4. The proposed C2-4 commercial overlay would be mapped along Franklin Avenue to a depth of 100 feet. Approval of the Proposed Actions would facilitate the development of a 14-story (145-foot-tall excluding mechanical equipment), 471,495 gsf mixed-used residential and commercial building containing 475 dwelling units (DUs) (419,346 gsf), 119 of which would be permanently affordable pursuant to MIH, and 8,128 gsf of local retail. The RWCDS assumes a 2026 build year for analysis. Approval of the Proposed Actions would change traffic volumes in the general vicinity of the Project Area. As the Proposed Actions would create new noise-sensitive uses within the Project Area, a detailed noise analysis was conducted in order to determine the level of building attenuation required to ensure that future interior noise levels would satisfy applicable noise criteria.

As the Proposed Development would be constructed in the vicinity of an existing playground (i.e., the Jackie Robinson Playground), a play area noise analysis was also conducted to determine whether noise levels generated by the existing playground would result in significant adverse noise impacts for the new sensitive receptors that would be introduced to the Project Area as a result of the Proposed Actions.

II. ACOUSTICAL FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels (SPLs) are measured in units called "decibels" (dB). The particular character of the sound that we hear (a whistle compared with a French horn, for example) is determined by the speed, or "frequency," at which the air pressure fluctuates or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second (cps). One cycle per second is known as 1 Hertz (Hz). People can hear sound over a relatively limited range of frequencies, generally between 20 Hz and 20,000 Hz. Furthermore, the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernible and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

"A"-Weighted Sound Level (dBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in Table H-1, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library, for example) are approximately 40 dBA; levels between 50

dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

Table H-1
Common Noise Levels

Sound Source	Noise Level (dBA)
Military jet, air raid siren	130
Amplified rock music	110
Jet takeoff at 500 meters	100
Freight train at 30 meters	95
Train horn at 30 meters	90
Heavy truck at 15 meters	80–90
Busy city street, loud shout	80
Busy traffic intersection	70–80
Highway traffic at 15 meters, train	70
Predominantly industrial area	60
Light car traffic at 15 meters, city or commercial areas, or residential areas close to industry	50–60
Background noise in an office	50
Suburban areas with medium-density transportation	40–50
Public library	40
Soft whisper at 5 meters	30
Threshold of hearing	0

Note: A ten dBA increase in level appears to double the loudness, and a ten dBA decrease halves the apparent loudness.
Source: Cowan, James P. *Handbook of Environmental Acoustics,* Van Nostrand Reinhold, New York, 1994. Egan, M. David, Architectural Acoustics. McGraw-Hill Book Company, 1988

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of ten dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least three dBA. At five dBA, the change will be readily noticeable.

Noise Descriptors Used in Impact Assessment

As the SPL unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise over extended periods have been developed. One way of describing fluctuating sound is to describe the fluctuating noise heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq}, can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., one hour, denoted by $L_{eq}(1)$, or 24 hours, denoted as Leq(24)), conveys the same sound energy as the actual time-varying sound. The Day-Night Sound Level (L_{dn}) refers to a 24-hour average noise level with a ten dB penalty applied to the noise levels during the hours between 10 PM and 7 AM, due to increased sensitivity to noise levels during these hours. Statistical sound level descriptors such as L1, L10, L50, L90, and Lx, are used to indicate noise levels that are exceeded one, ten, 50, 90, and x percent of the time, respectively.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates very little, L_{eq} will approximate L_{50} or the median level. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus, the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}.

The one-hour equivalent continuous noise level ($L_{eq\,(1h)}$ in dBA), the tenth percentile level L_{10} and the day-night average sound level L_{dn} were selected as the noise descriptors for the purposes of this analysis. Hourly statistical noise levels (particularly L_{10} and L_{eq} levels) were used to characterize the relevant noise sources and their relative importance at each receptor location. These are the descriptors recommended by the 2021 *CEQR Technical Manual* for traffic related noise exposure classification. The L_{dn} is the noise descriptor is used to determine train and aircraft related noise exposure levels.

Applicable Noise Codes and Impact Criteria

New York City Noise Code

The New York City Noise Control Code, which was enacted in December 2005 and became effective July 2007, defines "unreasonable and prohibited noise standards and decibel levels" for the City of New York. The Noise Code generally seeks to reduce ambient noise, prohibiting all unreasonable and unnecessary noise and addressing construction hours and activities. It also (1) establishes sound level standards for specific noise sources, such as motor vehicles, air compressors, and construction activities; (2) requires that all exhausts be muffled; and (3) prohibits all unnecessary noise adjacent to schools, hospitals, or courts. It specifies maximum allowable SPLs for designated octave bands emanating from a commercial or business enterprise as measured within a receiving property (such as a mixed-use and residential property). The Noise Code's enforcement is driven by complaints of violations.

New York City 2021 CEQR Technical Manual Noise Standards

The 2021 *CEQR Technical Manual* sets external noise exposure standards, which are shown in Table H-2 below. Noise exposure is classified into four categories based on the L_{10} and L_{dn}: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable. The 2021 *CEQR Technical Manual* Noise Exposure Guidelines shown in Table H-2 are guidelines, not a law. However, City reviewing agencies use the guidelines in determining potential impacts when a project comes under their review.

The 2021 *CEQR Technical Manual* also defines attenuation requirements for buildings based on exterior noise levels (see Table H-3). Recommended noise attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dBA or lower for residential, hotel, or community facility uses and interior L_{10} noise levels of 50 dBA or lower for commercial office uses and interior L_{dn} noise levels of 40 dBA for residential uses.

TABLE H-2
Noise Exposure Guidance for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	---------- DNL ≤60 dBA ----------						
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		55 < $L_{10} \leq 65$ dBA	---------- 60 < DNL ≤ 65 dBA ----------	65 < $L_{10} \leq 80$ dBA	(1) 65 < DNL ≤75 dBA	$L_{10} > 80$ dBA	---------- 75 dBA < DNL ----------
3. Residence, residential hotel or motel	7 AM to 10 PM	$L_{10} \leq 65$ dBA		65 < $L_{10} \leq 70$ dBA		70 < $L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 PM to 7 AM	$L_{10} \leq 55$ dBA		55 < $L_{10} \leq 70$ dBA		70 < $L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Source: New York City Department of Environmental Protection (adopted policy 1983).

Notes: (i) In addition, any new activity shall comply with Impact Thresholds detailed in Section 410 of Chapter 19, "Noise," of the 2021 *CEQR Technical Manual*.

[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

[2] Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and old-age homes.

[3] One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

TABLE H-3
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$70<L_{10}\leq 73$	$73<L_{10}\leq 76$	$76<L_{10}\leq 78$	$78<L_{10}\leq 80$	$80<L_{10}$
Aircraft[A]	65<DNL ≤68	68<DNL ≤71	71<DNL ≤73	73<DNL ≤75	75< DNL
Train	$65<L_{dn}\leq 68$	$68<L_{dn}\leq 71$	$71<L_{dn}\leq 73$	$73<L_{dn}\leq 85$	$75< L_{dn}$
Attenuation[B]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	See note [C]

Note: [A] DNL descriptor based on average values of L_{dn} over a year period
[B] The above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
[C] The required attenuation value is the difference between L_{build} and $L_{interior,}$ using the appropriate noise descriptor where:
L_{build} is the projected noise leel under the build condition rounded up to a whole number
$L_{interior}$ is the designed interior noise level (45 dBA for vehicular noise, 40 dBA for aircraft and train noise)

Source: New York City Department of Environmental Protection / 2021 *CEQR Technical Manual*

III. NOISE PREDICTION METHODOLOGY

Proportional Modeling

Proportional modeling was used to determine No-Action and With-Action noise levels at the receptor location adjacent to the Projected Development Site, as discussed in more detail below. Proportional modeling is one of the techniques recommended in the *CEQR Technical Manual* for mobile source analysis.

Using this technique, the prediction of future noise levels (where traffic is the dominant noise source) is based on a calculation using measured existing noise levels and predicted changes in traffic volumes to determine No-Action and With-Action noise levels. Vehicular traffic volumes (counted during the noise recording), are converted into PCE values, for which one medium-duty truck (having a gross weight between 9,900 and 26,400 pounds) is assumed to generate the noise equivalent of thirteen cars, one heavy-duty truck (having a gross weight of more than 26,400 pounds) is assumed to generate the noise equivalent of 47 cars, and one bus (vehicles designed to carry more than nine passengers) is assumed to generate the noise equivalent of eighteen cars. Future noise levels are calculated using the following equation:

FNA NL = 10 log (NA PCE/E PCE) + E NL

where:

FNA NL = Future No-Action Noise Level
NA PCE = No-Action PCEs
E PCE = Existing PCEs
E NL = Existing Noise Level

Sound levels are measured in decibels and therefore increase logarithmically with sound source strength. In this case, the sound source is traffic volumes measured in PCEs. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCEs and if the future traffic volumes were increased by 50 PCEs to a total of 150 PCEs, the noise level would increase by 1.8 dBA. Similarly, if the future traffic were increased by 100 PCEs, or doubled to a total of 200 PCEs, the noise level would increase by 3.0 dBA.

To calculate the No-Action noise levels, an annual background growth rate of 0.50 percent for years 1-5 and 0.25 percent for years 6 and beyond for the 2026 build year was applied to the PCE noise values based on counted vehicles.[1] Additional vehicle trips associated with the No-Action development are also accounted for to calculate No-Action noise levels. In order to obtain the necessary With-Action PCE values to calculate the With-Action noise levels, a trip generation was prepared based on the projected amount of incremental floor area generated by the 2026 With-Action development, utilizing existing modal split data for the census tract within which the Project Area is located.[2] This trip generation with the 2026 With-Action traffic increment assignments was converted into PCE values and added to the calculated No-Action PCE values for the weekday AM, MD, School PM, and PM peak hours.[3]

Play Area Noise

While people are not usually thought of as stationary noise, children in playgrounds or spectators at outdoor sporting events or concerts can introduce additional sources of noise within communities. According to the *CEQR Technical Manual*, noise generated by children in playgrounds or people using parks is considered a stationary source of noise. As noted above, the Jackie Robinson Playground is located in the vicinity of the Development Site. Jackie Robinson Playground, which is a jointly operated playground between the New York City's Department of Parks and Recreation (DPR) and Department of Education (DOE), serves P.S. 375 Jackie Robinson School and Ebbets Field Middle School during school hours, and is open to the public during non-school hours.

Potential noise impacts on the Proposed Project due to the use of Jackie Robinson Playground were determined using methodology based on the measurements and procedures outlined in a study entitled, "Development of Noise Assessment Method for School Playground Noise."[4] This study was conducted for the New York City School Construction Authority (SCA), and included intensive noise monitoring programs at a total of nine schools – one early childhood center, four elementary schools, three intermediate schools, and one high school. Based on the noise monitoring results, hourly equivalent (L_{eq}) noise levels were determined for the various types of schools. Table H-4 summarizes the playground boundary L_{eq} noise levels for each school type according to the study. The measurement results and method from the study have been widely recognized in New York City and used for assessing school playground noise impacts for preparation of various environmental reviews approved by the New York City Department of City Planning (DCP) and school development projects approved by the SCA.

[1] The background growth rate is based on information provided in Table 16-4 of the 2021 *CEQR Technical Manual.*

[2] Based on American Community Survey (ACS) Means of Transportation 5-Year data for Kings County Census Tracts 213, 215, 217, 219, 325, and 327.

[3] The prepared trip generation only includes the total increment of vehicles around the Project Area at the noise monitoring location.

[4] Wu, Weixiong, AKRF Inc. "Development of Noise Assessment Method for School Playground Noise," Inter-Noise 2006, Volume 6.

To predict potential noise impacts at a given distance from a play area boundary, the study suggests a 4.5 dBA reduction in L_{eq} noise levels per doubling of distance at a distance between 40 and 300 feet, with initial reductions of 4.8 dBA at 20 feet, 6.8 dBA at 30 feet, and 9.1 dBA at 40 feet. Noise levels can be estimated with the following equation at sensitive receptor with a direct line of sight to the play area between 40 to 300 feet:

$$Lp1 = Lp2 - 15*\log(d/10)$$

Where:

Lp1 = the predicted noise level at a specific distance.
Lp2 = the maximum L_{eq} at the boundary of the school play area.
d = the distance from the play area boundary to the sensitive receptor in feet.

TABLE H-4
Maximum Playground Boundary Noise Level in L_{eq}

School Type	L_{eq} Noise Level (in dBA)
Early Childhood Center	71.5
Elementary School	71.4
Intermediate School	71.0
High School	68.2

Source: Wu, Weixiong, AKRF Inc. "Development of Noise Assessment Method for School Playground Noise," Inter-Noise 2006, Volume 6.

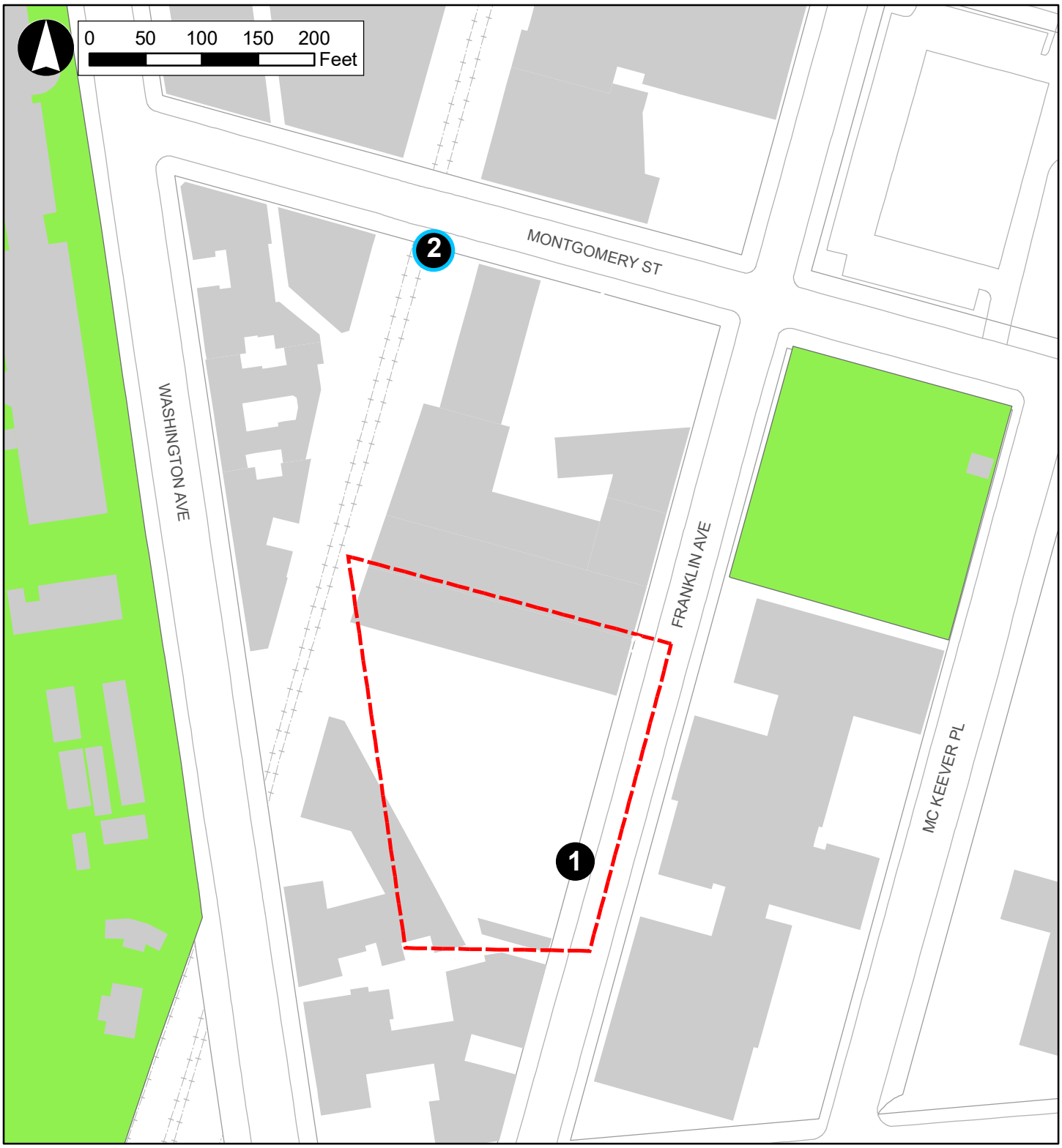
IV. EXISTING CONDITIONS

As shown in **Figure H-1**, Franklin Avenue is a one-way southbound street with one travel lane and parking on both sides of the street. The surrounding area is served by a number of transit options. The MTA New York City Transit 2/3/4/5 subway lines (the Seventh Avenue Express and Lexington Avenue Express) travels on underground tracks beneath Eastern Parkway with a station at Franklin Avenue approximately 1,500 feet north of the Project Area. The Project Area is also adjacent to an open subway cut for the MTA Franklin Avenue Shuttle right-of-way, which runs parallel to Franklin Avenue, immediately west of the Project Area, spanning across tax lot 1, with stations at Botanic Garden (approximately 1,500 feet north of the Project Area) and Prospect Park (approximately 1,500 feet south of the Project Area), the latter of which also provided service to the B (the IND Sixth Avenue Line) and Q (the BMT Broadway Line) subway lines. The MTA B48 bus provides additional service along Franklin Avenue adjacent the Project Area. Additionally, Eastern Parkway is located approximately 1,500 feet north of the Project Area.

Selection of Noise Receptor Locations

Local traffic is the dominant source of noise along the Project Area's Franklin Avenue frontage. The Franklin Avenue Shuttle is the dominant source along the Project Area's western frontage. The noise receptor locations were selected to be along the perimeter of the future building under the Proposed Actions. The assumption was made that all windows on all frontages of the buildings would be operable. The Project Area's receptor locations are shown in **Figure H-1**.

Figure H-1
Noise Monitor Locations



Legend

- 1 Noise Monitor Location (20-Minute)
- 2 Noise Monitor Location (1-Hour)
- Project Area
- Visible Subway Tracks

Noise Monitoring

At receptor location 1, a 20-minute spot measurement of existing noise levels were performed for each of the three noise analysis time periods - weekday AM peak hour (8:00AM to 9:00AM), weekday midday peak hour (12:00PM to 1:00PM), the School PM peak period during the school dismissal/bus departure (2:00PM to 4:00PM), and weekday PM peak hour (5:00PM to 6:00PM). Noise monitoring was conducted during the School PM weekday peak period in order to determine the noise levels emanating from both the playground when it is in use and vehicles along Franklin Avenue and Montgomery Street. If noise levels measured during the School PM weekday peak period at these locations were greater than those during the AM, midday, and PM weekday peak periods, they would supersede those values and be used in their place to determine building attenuation requirements.[5] At receptor location 2, 1-hour spot measurements during the weekday AM peak hour hour (8:00AM to 9:00AM), weekday midday peak hour (12:00PM to 1:00PM, and weekday PM peak hour (5:00PM to 6:00PM) was conducted to determine the noise generated by the Franklin Avenue Shuttle. Receptor location 2 is located along Montgomery Street, where the Franklin Avenue Shuttle intersects with Montgomery Street (refer to **Figure H-1**). Noise measurement equipment at receptor location 2 was placed with a clear direct line-of-sight to the open subway cut to capture noise from the MTA Franklin Avenue Shuttle.

Noise monitoring was performed on Wednesday, November 1, and Wednesday, November 8, 2017. On November 1, the weather was cloudy and temperatures were in the mid-50s ºF. On November 8, the weather was cloudy and temperatures were in the high 60s ºF. Noise data was collected as part of a previous application in the Project Area (C200184 ZMK, C200186 ZSK, C200187 ZSK, and N200185 ZRK) (CEQR No. 19DCP095K)

Equipment Used During Noise Monitoring

The instrumentation used for the measurements was a Brüel & Kjaer Type 4189 ½-inch microphone connected to a Brüel & Kjaer Model 2250 Type 1 (as defined by the American National Standards Institute) sound level meter. This assembly was mounted at a height of 5 feet above the ground surface on a tripod and at least 6 feet away from any sound-reflecting surfaces to avoid major interference with source sound level that is being measured. The meter was calibrated before and after readings with a Brüel & Kjaer Type 4231 sound-level calibrator using the appropriate adaptor. Measurements at the receptor location were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, and L_{90}. A windscreen was used during all sound measurements except for calibration. Only traffic-related noise was measured; noise from other sources (e.g., emergency sirens, aircraft flyovers, etc.) was excluded from the measured noise levels. Weather conditions were noted to ensure a true reading as follows: wind speed under 12 mph; relative humidity under 90 percent; and temperature above 14°F and below 122°F (pursuant to ANSI Standard S1.13-2005).

[5] The monitored L_{10} at the receptor during the School PM weekday peak period was 63.73 dBA, which is less than the maximum L_{10} measured during the PM weekday peak period (66.78 dBA).

Existing Noise Levels at the Noise Receptor Locations

Measured Noise Levels

The noise monitoring results are shown in Table H-5. Area traffic was the dominant source of noise for receptor location 1. The Franklin Avenue Shuttle was the dominant source of noise along the Project Area's western frontage. The existing noise levels reflect the moderate level of vehicular activity on the roadways adjacent to the Project Area, with the highest existing noise levels occurring during the PM peak hour at receptor location 1.

As shown in Table H-5, the highest L_{10} value was recorded in the PM peak hour at receptor location 1 (66.78 dBA), placing this receptor location in the "Marginally Acceptable" Noise Exposure category pursuant to 2021 *CEQR Technical Manual* guidance. The highest L_{dn} was calculated using the AM peak hour at receptor location 2 (60.75 dBA), placing this receptor location in the "Marginally Acceptable" Noise Exposure category pursuant to 2021 *CEQR Technical Manual* guidance.

TABLE H-5
Existing Noise Levels (in dBA) at the Monitoring Locations

Receptor Location[1]	Time[2]	L_{max}	L_{min}	L_{eq}	L_1	L_{10}[3]	L_{50}	L_{90}	L_{dn}[4]	CEQR Noise Exposure Category
1	AM	82.78	48.10	63.19	72.77	66.61	59.46	52.48	N/A	Marginally Acceptable
	MD	76.67	50.53	61.32	70.92	65.04	56.67	52.10	N/A	
	SC PM	77.55	48.95	60.89	70.59	63.73	58.33	54.40	N/A	
	PM	81.71	50.41	63.07	72.99	**66.78**	57.73	52.72	N/A	
2	AM	85.02	48.06	62.75	72.82	64.76	56.33	52.47	**60.75**	Marginally Acceptable
	MD	85.12	45.75	61.61	74.01	63.62	51.20	48.11	58.93	
	PM	84.65	47.79	61.54	73.16	63.55	53.08	50.50	59.12	

Notes: Field measurements were performed by Philip Habib & Associates on November 1 and November 8, 2017. Noise data was collected as part of a previous application in the Project Area (C200184 ZMK, C200186 ZSK, C200187 ZSK, and N200185 ZRK) (CEQR No. 19DCP095K)

[1] Refer to **Figure H-1** for noise monitoring receptor location.

[2] AM = AM weekday peak period; MD = midday weekday peak period; PM = PM weekday peak period; SC PM = school dismissal/bus departure weekday peak period.

[3] The highest L_{10} and L_{dn} noise levels at each monitoring location are shown in **bold**.

[4] L_{dn} is calculated based on $L_{eq} - 2 = L_{dn}$

V. FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION CONDITION)

Using the methodology described in Section III, "Noise Prediction Methodology," future noise levels in the No-Action condition were calculated for the 2026 Build year. Table H-6 shows the measured existing noise levels, as well as the projected No-Action PCE values and the No-Action noise levels at receptor location 1. As there are no expected changes to the Franklin Avenue Shuttle expected to occur by the 2026 build year, it is assumed that existing noise levels would continue at receptor location 2 under the No-Action condition.

TABLE H-6
Future No-Action Noise Levels and Total PCE Values at Receptor Locations (in dBA)

Noise Receptor Location	Time	Existing PCEs	No-Action PCEs	Existing L_{eq}	No-Action L_{eq}	Change[1]	No-Action L_{10}[2]	No-Action L_{dn}[3]	CEQR Noise Exposure Category
1	AM	418.2	469.0	63.19	63.69	0.50	**67.11**	N/A	Marginally Acceptable
	MD	339.5	355.5	61.32	61.52	0.20	65.24	N/A	
	SC PM	534.0	553.0	60.89	61.04	0.15	63.88	N/A	
	PM	446.3	472.1	63.07	63.31	0.24	67.02	N/A	

Notes: All PCE and noise value are shown for a weekday.
[1] No-Action Leq - Existing Leq
[2] The highest L_{10} noise levels at each monitoring location are shown in **bold**.
[3] L_{dn} is calculated based on $L_{eq} - 2 = L_{dn}$

Comparing future No-Action noise levels with existing noise levels, the increases in L_{eq} noise level at receptor location 1 would be a maximum of approximately 0.50 dBA during the AM peak hour. Increases of this magnitude would be barely perceptible. The projected No-Action L_{10} noise levels would remain in the same respective CEQR Noise Exposure categories as under existing conditions.

VI. FUTURE WITH THE PROPOSED ACTION (WITH-ACTION)

Using the methodology described in Section III, "Noise Prediction Methodology" future noise levels in the With-Action condition were calculated for the four analysis periods at receptor location 1 for the 2026 Build year. As there are no expected changes to the Franklin Avenue Shuttle expected to occur by the 2026 build year, it is assumed that existing noise levels would continue at receptor location 2 under the With-Action condition.

As shown in Table H-7, after accounting for incremental traffic (refer to the Travel Demand Forecast included Table F-2 of **Attachment F, "Transportation**") introduced by the Proposed Actions at receptor location 1, the maximum projected L_{10} noise level in the With-Action condition would be 67.59 dBA during the AM peak hour at receptor location 1. Therefore, the receptor location would be categorized under the "Marginally Acceptable" CEQR Noise Exposure Category. As the noise levels at receptor location 1 would not experience increases of more than 3.0 dBA in any analyzed peak hour, the overall changes to noise levels as a result of the Proposed Actions would not result in any significant adverse impacts at existing receptors. As there are no expected changes to the Franklin Avenue Shuttle as a result of the Proposed Actions, it is assumed that existing noise levels would continue at receptor location 2 under the With-Action condition.

TABLE H-7
Future With Action Noise Levels and Total PCE Values at Receptor Locations (in dBA)

Receptor Location	Time	With-Action PCEs	No-Action L_{eq}	With-Action L_{eq}	Change[1]	With-Action L_{10}[2]	CEQR Noise Exposure Category
1	AM	524.0	63.69	64.17	0.48	**67.59**	Marginally Acceptable
	MD	389.8	61.52	61.92	0.40	65.64	
	SC PM	587.0	61.04	61.30	0.26	64.14	
	PM	517.1	63.31	63.71	0.40	67.42	

Notes: All PCE and noise value are shown for a weekday.
[1] With-Action Leq – No-Action Leq
[2] The highest L_{10} noise levels at each monitoring location are shown in **bold.**

Play Area Noise

As the Jackie Robinson Playground serves both public elementary and intermediate level school children, this noise assessment will utilize the maximum playground boundary noise level for public elementary schools presented in Table H-4. Therefore, the referenced noise levels in L_{eq} at the boundary of Jackie Robinson Playground are assumed to be 71.4 dBA.[6]

Due to the location of Jackie Robinson Playground, the portion of the Proposed Project's eastern frontage in the vicinity of the playground at a distance of at least 70 feet would experience L_{eq} play area noise levels of up to 58.7 dBA (refer to Table H-8).

TABLE H-8
Noise Levels due to Jackie Robinson Playground (in dBA)

Sensitive Receptor	Distance to Play Area (in feet)	Maximum Playground Boundary Noise Level (in Leq)	Estimated Playground Noise at Receptor (L_{eq}) (in dBA)
Northeast corner of Proposed Project (facing towards Jackie Robinson Playground)	70	71.4	58.7

As shown in Table H-9 below, based on the logarithmic relationship, the combined noise levels from (1) the worst-case L_{eq} play area noise level of 58.7 dBA at a distance of 70 feet from Jackie Robinson Playground's western boundary to the Proposed Project's eastern frontage, and (2) the predicted With-Action background noise levels during the weekday peak hours were calculated. After calculating the predicted combined L_{eq} and L_{10} noise levels at receptor location 1, the portion of the Proposed Project's eastern façade facing Jackie Robinson Playground would remain in the "Marginally Acceptable" CEQR Noise Exposure category.

[6] Wu, Weixiong, AKRF Inc. "Development of Noise Assessment Method for School Playground Noise," Inter-Noise 2006, Volume 6.

TABLE H-9
Measured and Predicted Noise Levels at the Proposed Project's Eastern Façade Facing Towards Jackie Robinson Playground (Receptor Location 1)

Receptor Location[1]	Period	Predicted No-Action L_{eq} (in dBA)[2]	Predicted With-Action L_{eq} (in dBA)[2]	Predicted L_{eq} due to Jackie Robinson Playground (in dBA)	Predicted Combined L_{eq} (in dBA)	Predicted Combined L_{10} (in dBA)
1	AM	63.73	64.20	58.7	65.26	68.68
	MD	61.57	61.97		63.61	67.34
	SC PM	61.04	61.30		63.20	66.05
	PM	63.35	63.90		64.90	**68.62**

Notes:
[1] Keyed to **Figure I-1**.
[2] Highest L_{10} noise value indicated in **bold**.

VII. ATTENUATION REQUIREMENTS

As shown earlier in Table H-3, the 2021 *CEQR Technical Manual* has set noise attenuation requirements for buildings based on L_{10} noise levels. Recommended composite window/wall attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dBA or lower for residential and community facility uses and 50 dBA or lower for commercial office uses and interior L_{dn} noise levels of 40 dBA or lower for residential uses.

The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Typically, a building façade is composed of the wall, windows, and any vents or louvers for HVAC systems in various ratios of area. Window/wall attenuation can be described in terms of sound transmission class (STC), transmission loss (TL), and outdoor-indoor transmission class (OITC). Although these terms are sometimes used interchangeably, they are unique from each other. Transmission loss refers to how many decibels of sound a façade (wall) or façade accessory (window or door) can stop at a given frequency. The TL for a given construction material varies with the individual frequencies of the noise.

To simplify the noise attenuation properties of a wall, the STC rating was developed. It is a single number that describes the sound isolation performance of a given material for the range of test frequencies between 125 and 4,000 Hz. These frequencies sufficiently cover the range of human speech. Higher STC values reflect greater efficiencies to block airborne sound. HUD uses the STC when identifying the required sound attenuation for a façade.

The OITC is similar to the STC, except that it is weighted more towards the lower frequencies associated with aircraft, rail, and truck traffic. The OITC classification is defined by the American Society of Testing and Materials (ASTM E1332-90 (Reapproved 2003)) and provides a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise. NYCDEP uses the OITC when identifying the required sound attenuation for a façade. All facades that would experience an L_{10} of 70.0 dBA or greater must provide an alternate means of ventilation (AMV) permitting a closed window condition during warm weather. This can be achieved by installing double-glazed windows on a heavy frame for masonry structures or windows consisting of

laminated glass, along with AMV such as central air conditioning, through-wall sleeve-fitted air conditioners, packaged terminal air conditioning (PTAC) units, trickle vents integrated into window frames, or other approved means. Where the required window/wall attenuation is above 40 dBA, special design features may be necessary that go beyond the normal double-glazed window and air conditioning. These may include specially designed windows (e.g., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.) and additional building insulation.

Based on the With-Action L_{10} noise levels presented in Table H-9, L_{10} noise levels at the Projected Development Site would be less than 70 dBA at receptor location 1. At receptor location 2, L_{dn} levels would be less than 65 dBA (the highest calculated L_{dn} of 60.75 dBA during the AM peak hour). Therefore, no special attenuation measures beyond standard construction practices would be required for the Proposed Project's eastern frontage Franklin Avenue and western frontage facing the Franklin Avenue Shuttle. Utilization of standard construction practices at the Development Site would provide sufficient attenuation to achieve *CEQR Technical Manual* interior L_{10} noise level guidance of 45 dBA or lower for residential and community facility uses and interior L_{dn} noise levels of 40 dBA or lower for residential uses, and therefore, the Proposed Actions and associated RWCDS would not result in any significant adverse noise impacts related to building attenuation.

VIII. OTHER NOISE CONCERNS

Mechanical Equipment

No detailed designs of the building's mechanical systems (i.e., heating, ventilation, and air conditioning systems) are available at this time. However, those systems will be designed to meet all applicable noise regulations and requirements and would be designed to produce noise levels that would not result in any significant increase in ambient noise levels. In addition, the building mechanical systems would be designed with enclosures where necessary to meet all applicable noise regulations (i.e., Subchapter 5 §24-227 of the New York City Noise Control Code and the NYC DOB Building Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Aircraft Noise

An initial aircraft noise impact screening analysis would be warranted if the new receptor would be located within a 65 dBA DNL contour, or generate or reroute aircraft. Since the Project Area is not within a 65 dBA DNL contour, no initial aircraft noise impact screening analysis is warranted.

Appendix I

Jamaica Bay Watershed Form

Print Form

Jamaica Bay Watershed Protection Plan
Project Tracking Form

The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed (http://www.nyc.gov/html/oec/downloads/pdf/ceqr/Jamaica_Bay_Watershed_Map.jpg) that are subject to CEQR in order to monitor growth and trends. If a project is located in the Jamaica Bay Watershed, (the applicant should complete this form and submit it to DEP and MOEC. This form must be updated with any project modifications and resubmitted to DEP and MOEC.

The information below will be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed to substitute for the guidance offered in the relevant chapters of the CEQR Technical Manual.

A. GENERAL PROJECT INFORMATION

1. CEQR Number: _____ 1a. Modification ☐
2. Project Name: 962-972 Franklin Avenue Rezoning
3. Project Description:

   The Applicant is requesting a zoning map and text amendment to rezone a portion of a R6A zoning district to R8A/C2-4 and R8A. The zoning text amendment would be pursuant to Appendix F to map the Project Area as a Mandatory Inclusionary Housing (MIH) Area.

4. Project Sponsor: _____
5. Required approvals: Zoning map and text amendments
6. Project schedule (build year and construction schedule): 2025 build year

B. PROJECT LOCATION:

1. Street address: 970 Franklin Avenue
2. Tax block(s): 1192 Tax Lot(s): Lots 63 and 66
3. Identify existing land use and zoning on the project site: Vacant/Warehouse
4. Identify proposed land use and zoning on the project site: Mixed-use residential and commercial
5. Identify land use of adjacent sites (include any open space): Residential/Open Space/Transportatio
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
The site currently has a one-story 12,96	Proposed built FAR of 7.2.

7. Is project within 100 or 500 year floodplain (specify)? ☐ **100 Year** ☐ **500 Year** ☒ **No**

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): 28,000 sf
2. Will soil be removed (if so, what is the volume in cubic yards)? 336,000 cubic ft.
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): 2. Pavements & Buildings, till substrat
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
6. Will project involve dewatering (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
7. Describe site elevation above seasonal high groundwater:

D. HABITAT

1. Will vegetation be removed, particularly native vegetation? ☐ **Yes** ☒ **No**

   If YES,
   - **Attach** a detailed list (species, size and location on site) of vegetation to be removed (including trees >2" caliper, shrubs, understory planting and groundcover).
   - **List** species to remain on site.
   - **Provide** a detailed list (species and sizes) of proposed landscape restoration plan (including any wetland restoration plans).
2. Is the site used or inhabited by any rare, threatened or endangered species? ☐ **Yes** ☒ **No**
3. Will the project affect habitat characteristics? ☐ **Yes** ☒ **No**

   If YES, describe existing wildlife use and habitat classification using "Ecological Communities of New York State." at http://www.dec.ny.gov/animals/29392.html.
4. Will pesticides, rodenticides or herbicides be used during construction? ☐ **Yes** ☒ **No**

   If YES, estimate quantity, area and duration of application.
5. Will additional lighting be installed? ☒ **Yes** ☐ **No**

   If YES and near existing open space or natural areas, what measures would be taken to reduce light penetration into these areas?

   Existing buildings between the Project Area and the Brooklyn Botanic Garden would provide a barrier.

E. SURFACE COVERAGE AND CHARACTERISTICS

(describe the following for both the existing and proposed condition):

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	12,918 sf (Lot 63) (One-story warehouse	33,550 sf (14-story mixed-use residential and commercial building)
Pavement/walkway:		
Grass/softscape:	38,860 sf (Lot 66)	18,228 sf (Softscape on the roof/landscaping in and around the
Other (describe):		
2. ***Wetland*** (regulated or non-regulated) area and classification:	N/A	N/A
3. ***Water surface area:***	N/A	N/A

4. ***Stormwater management*** (describe):

Existing – how is the site drained?

Stormwater is drained into the City's drainage system.

Proposed – describe, including any infrastructure improvements necessary off-site:

N/A

Appendix II

Phase I ESA Executive Summary

Identify

Evaluate

PHASE I ENVIRONMENTAL SITE ASSESSMENT



970 Franklin Avenue
Brooklyn, NY 11225
Block 1192, Lots 63 & 66

Prepared by

ALC Environmental
39 West 29th Street, 8th Floor
New York, NY 10001

Prepared for

Franklin Ave Property Owner LLC
49 West 23rd Street, 4th Floor
New York, NY 10010

February 6, 2023

Solve

Execute

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1.0 EXECUTIVE SUMMARY

ALC Environmental (ALC) was contracted by Franklin Ave Property Owner LLC, the Client, to conduct a Phase I Environmental Site Assessment (ESA) of the property located at 970 Franklin Avenue, Brooklyn, NY 11225. The property consists of two adjoining lots (collectively denoted as the **"Subject Property"**) comprising two single-story buildings and a grassed area. Below is a description of the subject lots:

Address	Block	Lot	Area	Description
962 Franklin Avenue	1192	63	0.3 acres	One vacant single-story warehouse building.
972 Franklin Avenue	1192	66	1.34 acres	One vacant single-story office building and a large grassed area.

The Subject Property is approximately 245 feet north of Sullivan Place, between Franklin Avenue to the east and Washington Avenue to the west.

The objective of this assessment was to evaluate past and current environmental conditions at the Subject Property and to identify any potential areas of environmental concern or recognized environmental conditions that could affect the environmental integrity of the property. This Phase I ESA was performed in general conformance with the scope and limitations of the ASTM International Practice E1527-21.

On January 24, 2023, ALC's Field Technician Virxhinia Daci conducted a site reconnaissance at the Subject Property. The information included in this report was gathered from state and municipal offices and officials, former environmental data, site interviews, the environmental database search, and from the site inspection.

The Subject Property is in the Crown Heights section of the NYC Borough of Brooklyn. The general vicinity of the property consists of vacant light industrial buildings, an institutional building known as P.S. 375 Jackie Robinson School, multi-family apartment buildings, and railroad tracks to the immediate west. Below is a summary of the Phase I ESA findings:

	Acceptable	Corrective Action	Further Investigation	Reference Section
USER PROVIDED INFORMATION				
Environmental Cleanup Liens	✓			**4.2**
Activity & Land Use Limitations (AULs)	✓			**4.3**
Specialized Knowledge or Experience	✓			**4.3**
Relationship of Purchase Price to Fair Market Value	✓			**4.0**
Commonly Known or Reasonable Ascertainable Information	✓			**4.0**

	Acceptable	Corrective Action	Further Investigation	Reference Section
USER PROVIDED INFORMATION				
Degree of Obviousness	✓			4.0
RECORDS REVIEW				
Standard Environmental Record	✓			7.0
Physical Setting Records	✓			
HISTORICAL USE INFORMATION				
Subject Property	✓			5.3
Adjoining Properties	✓			5.3
Surrounding Areas	✓			5.3
GENERAL SITE SETTING				
Current Use(s) of the Subject Property	✓			3.3
Current Use(s) of Adjoining Properties	✓			3.5
Current or Past Use of the Surrounding Area	✓			5.3
Surficial & Subsurface Physical Conditions	✓			6.0
INTERIOR & EXTERIOR OBSERVATIONS				
Lead-Based Paint	✓			6.3.1
Asbestos Containing Materials		✓		6.3.2
Hazardous Substance & Petroleum Products	✓			6.3.3
Storage Tanks			✓	6.3.4
Solid Waste		✓		6.3.5
Odors	✓			6.3.6
Hazardous Waste	✓			6.3.6
Vapor Encroachment	✓			6.3.7
Polychlorinated Biphenyls (PCBs)	✓			6.3.8
Wastewater	✓			6.3.9
Wetlands	✓			6.3.10
Flood Maps	✓			6.3.11

	Acceptable	Corrective Action	Further Investigation	Reference Section
INTERIOR & EXTERIOR OBSERVATIONS				
Radon	✓			**6.3.12**
Air Emissions	✓			**6.3.13**
Stressed Vegetation	✓			**6.3.14**
Stains or Corrosion	✓			**6.3.16**
Heating/Cooling	✓			**6.3.15**
Stains or Corrosion	✓			**6.3.16**
Drains & Sumps	✓			**6.3.17**
Mold	✓			**6.3.18**

1.1 SUMMARY OF FINDINGS

RECOGNIZED ENVIRONMENTAL CONDITIONS

A recognized environmental condition (REC) is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property 1) due to a release of any hazardous substances or petroleum products; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- According to the historical sources reviewed (Fire Insurance maps and city directories), Lot 63 (962 Franklin Avenue) has historically been used for manufacturing purposes. Former identified occupants of the existing single-story warehouse building include a spring manufacturer depicted in the 1951 Fire Insurance (Sanborn map), a metal products manufacturer depicted in the 1963 Sanborn map, and a chemical manufacturer depicted between 1978 and 2007. Per the 1969 Certificate of Occupancy reviewed, the referenced chemical manufacturer produced toiletries such as hair spray, lacquers, rinses, and shampoo. In addition, Arcade Laundry Co. and Star Napkin & Towel Supply Co. were listed in the 1928 city directory. Lot 66 was occupied by Rubel Ice Corp. in the late 1920s and 1930s. All structures associated with Rubel Ice Corp. were demolished before 1951.

  Per the historical Sanborn maps and city directories reviewed, the northern adjoining property (124 Montgomery Street) was occupied by a manufacturer of mattresses and cotton Felts (Burton Dixie Corp.) from as early as 1932 until at least 1951. An additional manufacturing company (Leake Manufacturer Corp.) was listed in the 1960 city directories, and EJK Corp. Aircraft & Machine Division was listed between at least 1965 and 1985. This site was subsequently occupied by M. S. Golombeck Inc.- Spice Importers until at least 2017.

  ALC reviewed a Phase I ESA and Phase II Site Investigation Report prepared by The Elm Group, Inc. (Elm). The report details subsurface investigations conducted at the Subject Property and adjoining northern property on March 21 and 22, 2017. Groundwater was not

encountered during the investigation. The analytical results of the soil samples collected revealed the presence of polycyclic aromatic hydrocarbons (PAHs) and metals (including barium, copper, mercury, zinc, cadmium, and lead) at levels exceeding the New York State Department of Environmental Conservation (NYSDEC) Unrestricted Residential and Restricted Residential Soil Cleanup Objectives (SCOs). However, ELM stated that the contaminants identified did not appear to be related to the former uses of the Subject Property and adjoining northern property but rather a result of non-indigenous fill brought into the Subject Property and adjoining northern property as part of grading/development activities. No fuel oil compounds, volatile organic compounds (VOCs), or semi volatile organic compounds (SVOCs) were identified in the soil samples collected and analyzed.

- No underground or aboveground storage tanks were observed at the Subject Property during the site inspection. However, ALC noted a fuel oil fill port and vent pipe on the northern façade of the small office building in Lot 66, near the northeast corner of the building. Due to unsafe conditions, ALC was not able to inspect the interior of the building. It is unknown if the building has a basement level and whether or not the tank associated with the referenced fill port and vent pipe is still present. Based on the fact that there are no registered tanks associated with the Subject Property, ALC presumes that this potential tank has a capacity of less than 1,100 gallons and therefore was not required to be registered with the NYSDEC. The possible presence of a fuel oil tank inside the building in Lot 66 is considered a REC.

HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITION

An historical recognized environmental condition (HREC) is defined as an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. The final decision rests with the environmental professional and will be influenced by the current impact of the historical recognized environmental condition on the property.

- No HRECs associated with the Subject Property were identified during the course of this assessment.

CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITION

Controlled recognized environmental conditions (CRECs) refer to sites that have achieved regulatory closure, where no further remediation is required but residual contamination still exists and the site is subject to some sort of control or use restrictions.

- No CRECs associated with the Subject Property were identified during the course of this assessment.

HISTORICAL REVIEW

- Lot 63

  According to the historical and municipal records reviewed, the subject lot was previously improved with a single-story building constructed sometime between 1888 and 1908, and was previously utilized as the bottling department and barrel storage for Consumers Park Brewery. The lot was redeveloped in the late 1930s with the existing single-story building, which was initially used for spring manufacturing and was subsequently occupied by a manufacturer of metal products. The referenced metal products manufacturer vacated the building prior to 1965. Between at least 1969 and 2007, the subject building was occupied by

a chemical manufacturing company identified in the city directories as Lustray Labs Inc. According to the 1969 Certificate of Occupancy obtained from the NYC Department of Buildings, the referenced chemical manufacturer produced toiletries such as hair spray, lacquers, rinses, and shampoo. The building was subsequently part of M.S. Golombeck- a spice manufacturing and storage facility that operated at the adjacent northern property. Additional tenants listed in the city directories include Arcade Laundry Co. and Star Napkin & Towel Supply Co. in 1928, Stewart & Co. and Doran B.H. Inc. in the early 1960s, Select Beauty Brands Inc. between 1965 and 1970, and Quality Metal Fabricators Inc. in 1985. No other prior uses were identified.

- Lot 66
  According to the historical and municipal records reviewed, the subject lot was previously improved with a four-story building constructed before 1908. The referenced building was occupied by the Rubel Corp. - Ice Division. All structures associated with Rubel Ice Corp. were demolished before 1951, and the subject lot was converted into tennis courts with an associated small office along the southern border of the lot. By 1963, the tennis courts were no longer present, but the small office building is still present. Per the city directories reviewed, Stones Accountants occupied the small office building in 1976. No other prior uses were identified.

ENVIRONMENTAL DATABASE FINDINGS

- The Subject Property was not listed in any of the databases searched by Environmental Data Resources, Inc. (EDR).

STORAGE TANKS/PIPELINES

- No underground or aboveground storage tanks were observed at the Subject Property during the site inspection. However, ALC noted a fuel oil fill port and vent pipe on the northern façade of the small office building in Lot 66, near the northeast corner of the building. The referenced fill port and vent pipe was discussed in the RECs section above.

ASBESTOS CONTAINING MATERIALS

- On July 28, 2017, ALC conducted asbestos testing at 972 Franklin Avenue (Lot 66). The roof membrane and parapet flashing tar of the single-story office building in Lot 66 tested positive for asbestos. A copy of the chain of custody and laboratory results is included in Appendix 15.5.

- Suspect asbestos-containing materials in the form of roofing materials and sheetrock walls and ceilings are present at the existing warehouse building in Lot 63. Access to the roof was not provided and therefore the condition of the roof is unknown. Damaged sheetrock walls and ceilings were observed throughout the warehouse, particularly in the restroom.

LEAD-BASED PAINT

- Commercial buildings are not targeted for the identification of lead-based paint (LBP) and therefore LBP was not addressed.

MOLD

- No visible mold growth was observed at the subject warehouse building during the site visit. The interior of the small office in Lot 66 was not inspected due to unsafe conditions.

VAPOR ENCROACHMENT

- Vapor Encroachment Conditions (VECs) that could not be ruled out were not identified for the Subject Property or surroundings sites within the distances specified by ASTM E2600-10. The EDR Vapor Encroachment Screen report is included in Appendix 15.5.

Appendix III

Transportation Planning Factors Memorandum

Philip Habib & Associates
Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

DRAFT
TECHNICAL MEMORANDUM

To: **NYC Department of City Planning**

From: **Philip Habib & Associates**

Date: **April 11, 2023**

Project: **970 Franklin Avenue Rezoning**

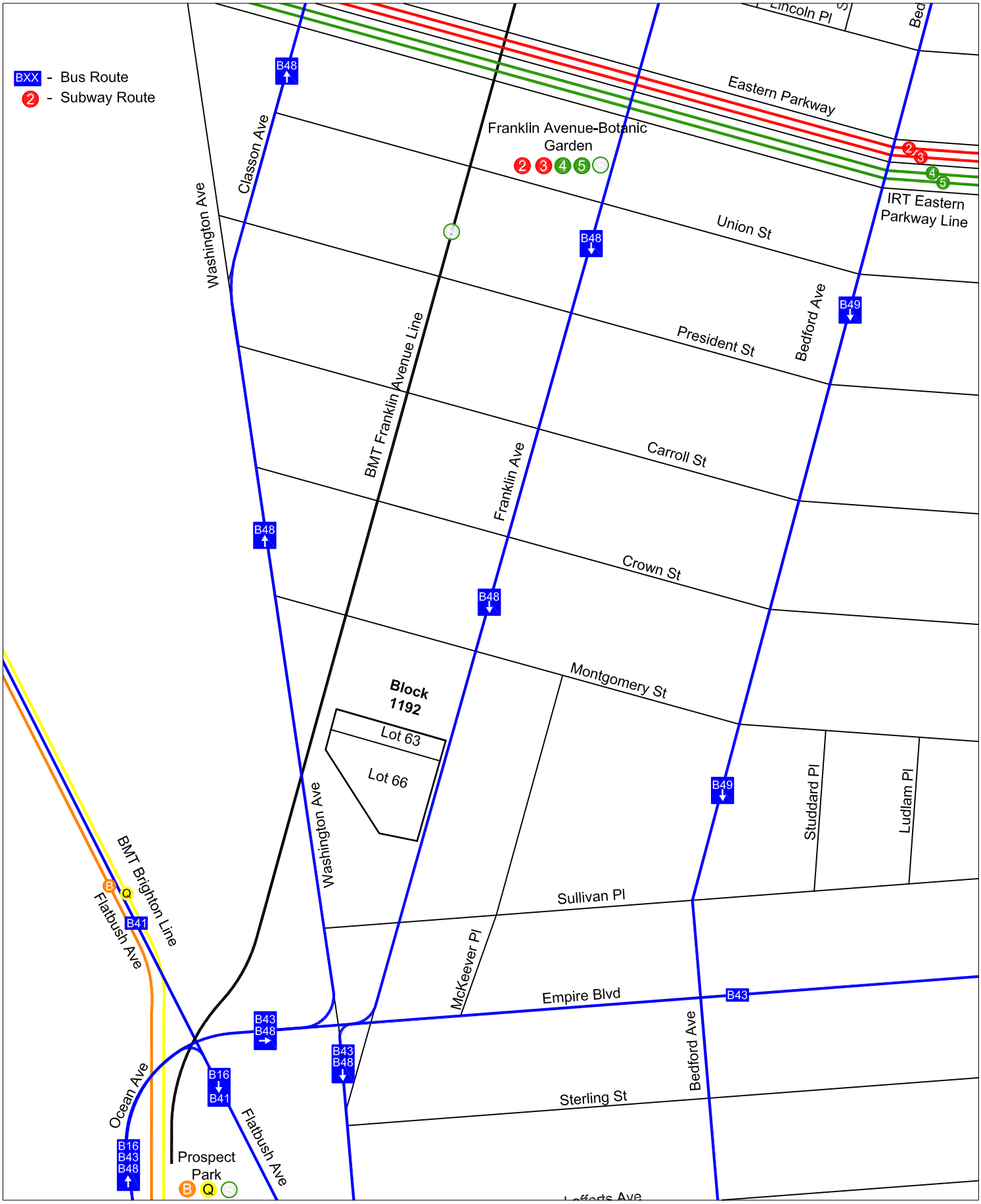
Re: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for an environmental assessment analysis of traffic, transit, and pedestrian conditions for the proposed "Development Site," which consists of Lots 63, and 66 on Block 1192 in the Crown Heights neighborhood of Brooklyn (see **Figure 1**).

THE PROPOSED ACTIONS

The proposed redevelopment would be facilitated by a zoning map amendment, zoning text amendment, and special permit. The Proposed Actions would facilitate the development of 14-story (145-foot-tall excluding mechanical equipment), 472,474 gsf mixed-used residential and commercial building (the "Proposed Project"). The Proposed Project would comprise of 475 dwelling units (DUs) (416,312 gsf), 119 of which would be permanently affordable pursuant to MIH (Mandatory Inclusionary Housing). In addition to the residential component, approximately 8,128 gsf of local retail space would be provided. Approximately 71 parking spaces would be allocated for parking on the ground- and cellar-levels of the Proposed Project. The accessory parking garages would be accessed via a curb cut on Franklin Avenue.

The Proposed Actions would rezone the Project Area from a R6A zoning district, which allows a 3.0 FAR for residential uses, to an R8A/C2-4 zoning district, which allows for a 7.2 FAR for residential uses and up to 2.0 FAR for commercial uses. The R8A zoning district would increase the permitted FAR to 7.20 FAR and allow for additional development of residential uses than could be provided under existing conditions and permit commercial uses at the site. Under current zoning, only residential uses are permitted within the Project Area. The proposed zoning text amendment would designate the Project Area as a Mandatory Inclusionary Housing Area (MIH). A special permit is being requested by the Applicant to waive the parking requirements for 40 percent of the non-income restricted units, with a total of approximately 142 required parking spaces. Approximately 71 parking spaces are proposed, meaning 51 parking spaces to be waived by the special permit. The requested parking reduction would facilitate the development of additional affordable housing in a Development Site located within the transit zone. It should be noted that no parking would be required for the income-restricted units under MIH zoning.



970 Franklin Avenue Rezoning

Figure 1

Site Location & Transit Access

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

The Future without the Proposed Actions (No-Action)

Under future conditions without the Proposed Actions, it is anticipated that the entire site would be redeveloped pursuant to filed plans with the Department of Buildings (DOB) with residential uses pursuant to as-of-right R6A zoning. The R6A zoning district permits 3.0 FAR with a maximum base height of 60 feet (65 feet with a qualifying ground floor) and a maximum building height of 70 feet (75 feet with a qualifying ground floor). The Applicant would construct a 235,482 gsf, seven-story residential building containing approximately 168 DUs (177,716 gsf) and 84 accessory off-street parking spaces. The 84 accessory off-street parking spaces would be in compliance with the R6A district's requirement for parking for 50 percent of the building's market-rate units. No commercial uses would be permitted as there is no commercial overlay mapped on the site and no zoning changes are anticipated on the Proposed Development Site under future conditions without the Proposed Actions. No community facility uses are assumed under future No-Action conditions.

The Future With the Proposed Actions (With-Action)

In the 2026 future with the Proposed Actions, a mixed-use residential and commercial building would be constructed with a total combined area of approximately 472,474 gsf (372,801 zsf). The Proposed Project would comprise 416,312 gsf of residential uses, introducing a total of 475 DUs, of which 119 DUs would be affordable units pursuant to MIH, and 356 DUs would be market-rate units. An average unit size of 875 gsf per unit is assumed for all dwelling units. In addition to the residential component, approximately 8,128 gsf of local retail space would be included in the Proposed Project. Approximately 32,000 gsf (approximately 71 parking spaces) would be allocated for parking on the ground- and cellar-levels of the Proposed Project. The Proposed Project would have approximately 16,038 gsf of mechanical space.

Net Project Increment

In order to assess the potential effects of the Proposed Actions, a RWCDS that compares the "future with the Proposed Actions" (With-Action) with the "future without the Proposed Actions" (No-Action) for the projected build year of 2026. **Table 1** below provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes of the Proposed Project. As shown, the incremental (net) change that would result from the Proposed Development is the addition of 307 dwelling units and 8,128 gsf of local retail uses.

Table 1
Comparison of No-Action and With-Action Development Scenarios

Use	No-Action Scenario	With-Action Scenario	Increment
Residential			
Market-Rate Dwelling Units	168 (~177,716 gsf)	356 (~312,234 gsf)	**+188 (~134,518 gsf)**
Affordable Dwelling Units	0	119 (~104,078 gsf)	**+119** (~104,078 gsf)
TOTAL	**168 (~177,716 gsf)**	**475 (416,312 gsf)**	**+307 (~238,596 gsf)**
Local Retail	--	8,128 gsf	**+8,128 gsf**

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action scenarios on the Development Site are summarized in **Table 2** and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual, 2015-2019 American Community Survey (ACS) journey-to-work data,* data from DOT surveys, and factors cited in the 2014 *Atlantic Yards Arena and Redevelopment Project FEIS*. Factors are shown for the weekday AM and PM peak hours (the typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (the typical peak periods for retail demand and for office pedestrian demand).

Residential

The forecast of travel demand for the residential portion used trip generation rates, directional splits, temporal distributions, and truck trip generation rates sourced from the 2021 *CEQR Technical Manual*. A weekday trip generation rate of 8.18 person trips per DU and a Saturday trip generation rate of 9.08 person trips per DU were utilized to forecast residential demand. Temporal distributions of 9.3 percent, 5.6 percent, 8.5 percent, and 8.4 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were sourced from the 2021 *CEQR Technical Manual*. The residential modal split and auto vehicle occupancy were derived from 2015-2019 American Community Survey ("ACS") Journey-to-Work data for Brooklyn census tracts 213, 215, 217, 219, 325, and 327. The modal splits used to forecast residential demand were 12 percent, 0.6 percent, 73.5 percent, 6.8 percent, and 7.2 percent for autos, taxis, subway, bus, and walk/bike/other, respectively. An auto vehicle occupancy of 1.21 was utilized based on the ACS data. A taxi occupancy rate of 1.40 was based on data from the 2014 *Atlantic Yards FSEIS.*

Local Retail

The forecast of travel demand for the proposed local retail use used a weekday trip generation rate of 329 person trips per 1,000 gsf, a Saturday trip generation rate of 358 person trips per 1,000 gsf and temporal distributions of 4.8 percent, 8 percent, 10.9 percent and 11.7 percent for the weekday AM, midday, PM and Saturday peak hours, respectively, as per the *CEQR Technical Manual*. The retail modal splits for the weekday AM, midday and PM peak hours – estimated to be 11.0 percent, 0.0 percent, 3.0 percent, 4.0 percent and 84.0 percent mode shares for private auto, taxi/drop-off, subway, bus and walk-only/bike/other modes, respectively – were based on local retail data provided by the NYCDOT. The directional in/out splits were sourced from the 2021 *CEQR Technical Manual.* And the vehicle occupancy of 1.20 for private autos and taxis were based on data provided by the NYCDOT. truck factors for the proposed residential use were also based on *CEQR Technical Manual* guidance.

Table 2: Transportation Planning Factors

Land Use:		Residential		Local Retail	
Trip Generation:		(1)		(1)	
	Weekday	8.18		329	
	Saturday	9.08		358	
		per DU		per 1,000 sf	
Temporal Distribution:		(1)		(1)	
	AM	9.3%		4.8%	
	MD	5.6%		8.0%	
	PM	8.5%		10.9%	
	SAT	8.4%		11.7%	
		(2)		(4)	
Modal Splits:		All		All	
	Auto	8.4%		11.0%	
	Taxi	0.7%		0.0%	
	Subway	76.1%		3.0%	
	Bus	7.8%		2.0%	
	Walk/Bike/Other	7.0%		84.0%	
		100.0%		100.0%	
		(1)		(1)	
In/Out Splits:		In	Out	In	Out
	AM	22.0%	78.0%	52.0%	48.0%
	MD	50.0%	50.0%	50.0%	50.0%
	PM	62.0%	38.0%	50.0%	50.0%
	SAT	55.0%	45.0%	50.0%	50.0%
Vehicle Occupancy:		(2)(3)		(4)	
	Auto	1.27		1.20	
	Taxi	1.4		1.20	
Truck Trip Generation		(1)		(1)	
	Weekday	0.06		0.35	
	Saturday	0.02		0.04	
		per DU		per 1,000 sf	
Truck Temporal Distribution		(1)		(1)	
	AM	12.0%		8.0%	
	MD	9.0%		11.0%	
	PM	2.0%		2.0%	
	SAT	9.0%		11.0%	
		In	Out	In	Out
	AM/MD/PM/Sat	50.0%	50.0%	50.0%	50.0%

Notes:

(1) 2021 *City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on *2015-2019 American Community Survey ("ACS") Journey-to-Work data* for Brooklyn Tracts 213, 215, 217, 219, 325, and 327.

(3) *Atlantic Yards Arena and Redevelopment Project FSEIS,* 2014.

(4) Based on data provided by NYCDCP/NYCDOT.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2026 analysis year was derived based on the proposed RWCDS land uses described above and the transportation planning factors shown in **Table 2**. **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2026 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate an increase of approximately 362 person trips (in + out combined) in the weekday AM peak hour, 355 in the weekday midday, 505 in the weekday PM peak hour, and 574 in the Saturday peak hour.

Peak hour vehicle trips (including auto, bus, truck, and taxi trips) would increase by a net total of approximately 31, 34, 45, and 52 (in + out combined) in the weekday AM, midday, and PM, and Saturday peak hours, respectively. Peak hour subway trips would increase by a total of 182, 114, 170, and 188 during these periods, respectively, while bus trips would increase by approximately 20, 14, 22 and 24, respectively. Total pedestrian trips (subway, bus, and walk-only person trips made on foot) would increase by 328, 317, 453, and 514 during the weekday AM, midday, and PM, and Saturday peak hours, respectively.

LEVEL 1 SCREENING ASSESSMENT

The 2021 *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections of this memorandum, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to a proposed action. According to the 2021 *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments demonstrate that a proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrian, vehicular and pedestrian safety, and parking conditions.

Traffic

According to 2021 *CEQR Technical Manual* guidance, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 3**, the number of incremental vehicle trips associated with the Proposed Actions — 31, 34, 45, and 52 in the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively — would exceed the 50-trip threshold in the Saturday midday peak hour. Therefore, per the *CEQR Technical Manual*, a Level 2 screening assessment is warranted for the Saturday midday peak hour.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority ("MTA") and cited in the 2021 *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action would result in fewer than 200 peak hour subway/rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest. As shown in **Table 3**, the Proposed Actions are expected to generate an increase of approximately 182 and 170 incremental subway trips in the weekday AM and PM peak hours, respectively. As the numbers of trips in the weekday AM and PM peak hours would not exceed the 200-trip 2021 *CEQR Technical Manual* analysis threshold, a Level 2 screening assessment is not warranted. As also shown in **Table 3,** the Proposed Actions are expected to generate an increase of approximately 20 and 22 incremental bus trips in the weekday AM and PM peak hours, respectively. As the numbers of trips do not exceed the 50-trip per direction 2021 *CEQR Technical Manual* analysis threshold on any route, a Level 2 screening assessment is not warranted for the bus mode. Therefore, according to 2021 *CEQR Technical Manual* guidance, significant adverse impacts to transit conditions are not anticipated.

CWFS

According to 2021 *CEQR Technical Manual* guidance, detailed analyses of the CWFS are not typically required if a proposed action would result in 50 or fewer peak hour CWFS peak hour ferry riders to a ferry landing within a half-mile of the Development Site. As the Development Site is not located within a half-mile of a CWFS ferry landing, a Level 2 screening analysis is not warranted per the *CEQR Technical Manual*.

Pedestrians

According to 2021 *CEQR Technical Manual* guidance, a quantified or detailed analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area, or crosswalk). As shown in **Table 3**, the Proposed Actions would generate an incremental demand of approximately 328, 317, 453, and 514 total pedestrian trips (including walk-only trips and pedestrians en route to and from nearby subway stations and bus stops) in the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively. As the number of trips in all periods would exceed the 200-trip threshold, a Level 2 screening assessment is warranted, per 2021 *CEQR Technical Manual* guidance.

Table 3: Travel Demand Forecast (Net Incremental Trips)

Land Use:		Residential		Local Retail		Total	
Area/Units:		307 DU		8,128 gsf			
Peak Hour Trips:							
	AM	234		128		362	
	MD	141		214		355	
	PM	213		292		505	
	Saturday	234		340		574	
Person Trips:							
		In	Out	In	Out	In	Out
AM	Auto	4	15	7	7	11	22
	Dropoff/Taxi	0	1	0	0	0	1
	Subway	39	139	2	2	41	141
	Public Bus	4	14	1	1	5	15
	Walk/Bike/Other	4	14	56	52	60	66
	Total	51	183	66	62	117	245
		In	Out	In	Out	In	Out
MD	Auto	6	6	12	12	18	18
	Dropoff/Taxi	1	1	0	0	1	1
	Subway	54	54	3	3	57	57
	Public Bus	5	5	2	2	7	7
	Walk/Bike/Other	5	4	90	90	95	94
	Total	71	70	107	107	178	177
		In	Out	In	Out	In	Out
PM	Auto	11	7	16	16	27	23
	Dropoff/Taxi	1	1	0	0	1	1
	Subway	100	62	4	4	104	66
	Public Bus	10	6	3	3	13	9
	Walk/Bike/Other	9	6	123	123	132	129
	Total	131	82	146	146	277	228
		In	Out	In	Out	In	Out
Saturday	Auto	11	9	19	19	30	28
	Dropoff/Taxi	1	1	0	0	1	1
	Subway	98	80	5	5	103	85
	Public Bus	10	8	3	3	13	11
	Walk/Bike/Other	9	7	143	143	152	150
	Total	129	105	170	170	299	275
Vehicle Trips :		In	Out	In	Out	In	Out
AM	Auto	3	12	6	6	9	18
	Dropoff/Taxi	0	1	0	0	0	1
	Dropoff/Taxi Balanced	1	1	0	0	1	1
	Truck	1	1	0	0	1	1
	Total	5	14	6	6	11	20
		In	Out	In	Out	In	Out
MD	Auto	5	5	10	10	15	15
	Dropoff/Taxi	1	1	0	0	1	1
	Dropoff/Taxi Balanced	2	2	0	0	2	2
	Truck	0	0	0	0	0	0
	Total	7	7	10	10	17	17
		In	Out	In	Out	In	Out
PM	Auto	9	6	13	13	22	19
	Dropoff/Taxi	1	1	0	0	1	1
	Dropoff/Taxi Balanced	2	2	0	0	2	2
	Truck	0	0	0	0	0	0
	Total	11	8	13	13	24	21
		In	Out	In	Out	In	Out
Saturday	Auto	9	7	16	16	25	23
	Dropoff/Taxi	1	1	0	0	1	1
	Dropoff/Taxi Balanced	2	2	0	0	2	2
	Truck	0	0	0	0	0	0
	Total	11	9	16	16	27	25

LEVEL 2 SCREENING ASSESSMENT

Traffic

Study Area

Block 1192 is bounded by Washington Avenue on the west, Empire Boulevard on the south, Franklin Avenue on the east, and Montgomery Street on the north. The BMT Franklin Avenue Line of the New York City Subway (NYCT) runs north-south in an open cut that bisects Block 1192. The proposed development site is located east of this cut.

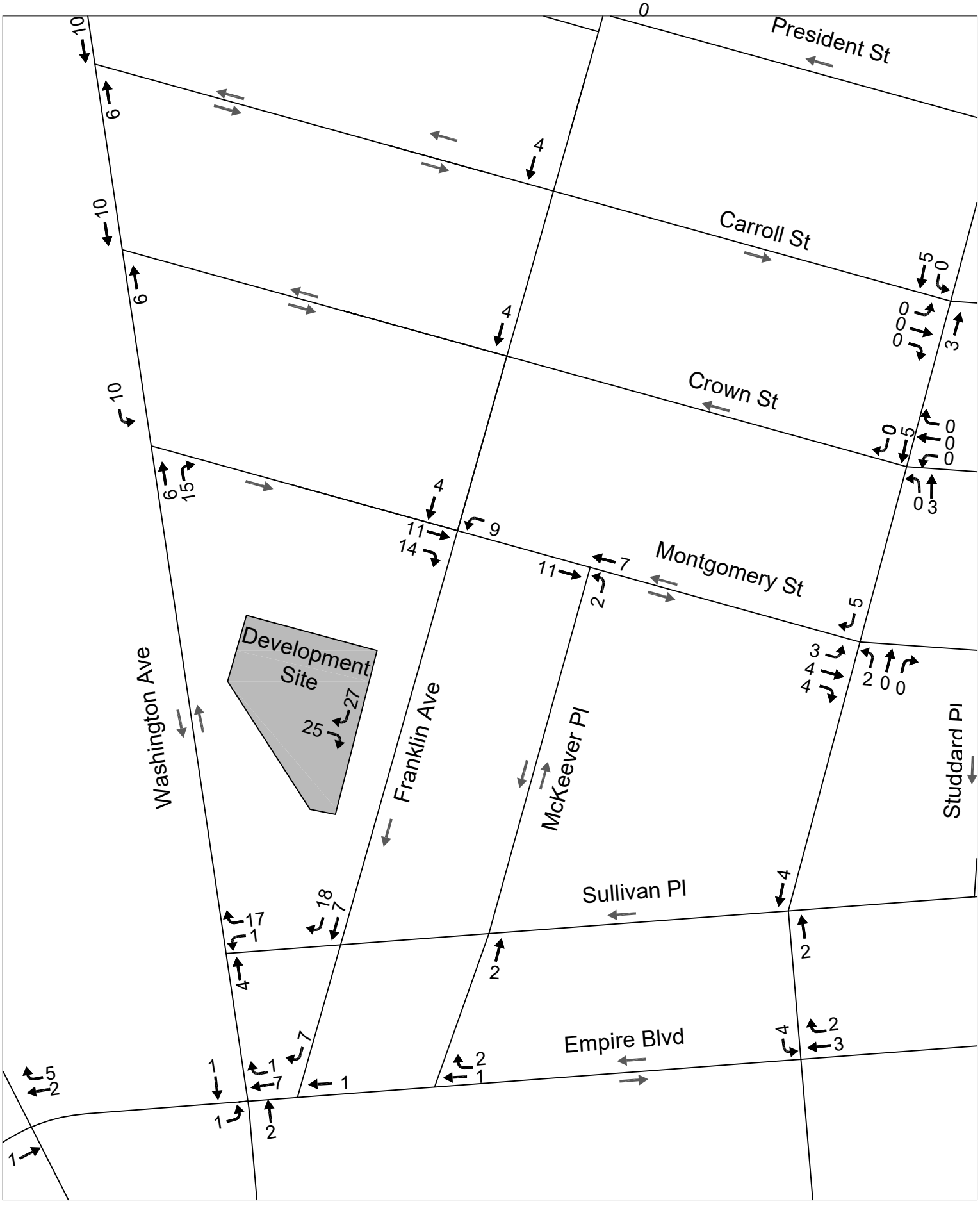
In addition to the Development Site, which is currently partly occupied by a one-story warehouse (on Lot 63) for the adjacent spice distribution facility and partially vacant (on Lot 66).The Development Site includes approximately 289 feet of frontage along Franklin Avenue. Adjacent land uses include residential, mixed-use or light industrial/warehouse uses, and there are various schools nearby, including P.S. 241, Clara Barton High School, and Medgar Evers College.

Franklin Avenue is a minor one-way southbound arterial through Crown Heights which runs along the east side of the Development Site, and Washington Avenue is a minor two-way arterial west of the rezoning area. The nearest designated local truck routes to the rezoning area are Rogers Avenue (northbound) and Nostrand Avenue (southbound) east of the Development Site and Empire Boulevard (east-west) south of the rezoning area. Eastern Parkway is a major arterial north of the Development Site but is not a designated local truck route. All other streets in the area are local streets. It should be noted that some street improvement changes are planned and to be implemented by 2026 at Empire Boulevard and Franklin Avenue and Empire Boulevard and Washington Avenue; these improvements were considered in the traffic assignment.

Traffic Assignment

As project-generated traffic volumes would exceed 50 trips (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis) during the Saturday midday peak hour, a preliminary assignment of net increment traffic volumes was prepared for the Saturday midday period to help identify individual intersections for analysis (a Level 2 screening assessment). The action-generated vehicle trips were assigned to the street network surrounding the Development Site. The origins and destinations of the vehicle trips for the Proposed Project within the Development Site were based on the project location, area arterials, and 2012-2016 American Association of State Highway, Transportation Officials ("AASHTO") Census Transportation Planning Products ("CTTP") journey-to-work data for Brooklyn census tracts in the vicinity of the Development Site. **Table 4** shows the distribution of residential trips to and from the Development Site. Residential trips were assigned to and from the Development Site based on the distribution shown in **Table 4**. Auto and taxi trips were first assigned to various portals on the periphery of the Development Site and from there via the most direct route to the Development Site. Auto trips were conservatively assigned directly to the on-site parking on the Development Site. Trips from other land uses were assigned locally. Truck trips were first assigned to designated Through and Local truck routes providing access to the Development Site, and then to the most direct paths to and from the Development Site.

As shown in **Table 3**, the Proposed Actions would generate approximately 52 net vehicle trips in the weekday Saturday midday peak hour. Preliminary assignments for the Saturday midday peak hour (including auto, taxi, and truck trips) are shown in **Figure 2**. As shown in the vehicular assignments in **Figure 2**, the incremental peak hour vehicle trips generated by the Proposed Actions would not exceed



962-972 Franklin Avenue Rezoning

Figure 2

Saturday Peak Hour Traffic Assignments

the 50-trip *CEQR Technical Manual* analysis threshold at any intersections during the Saturday midday peak hour. Therefore, a detailed traffic analysis is not warranted in the EAS. As such, based on *CEQR Technical Manual* guidance, significant adverse impacts to traffic conditions are not anticipated.

Table 4: Traffic Distribution for Autos/Taxis

Area	Distribution (%)
Bronx	3%
Brooklyn	50%
Manhattan	26%
Queens	12%
Staten Island	0%
Long Island	2%
Westchester	2%
NJ/CT	5%
Total	100%

Pedestrians

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area or crosswalk. As shown in **Table 3**, the Proposed Actions are expected to generate approximately 126 walk-only trips in the weekday AM peak hour, 189 in the midday peak hour, 261 in the PM peak hour, and 302 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 202, 128, 192, and 212 additional pedestrian trips to sidewalks and crosswalks in the vicinity of the rezoning area during these same periods, respectively. New pedestrian trips would therefore total 328, 317, 453, and 514 (bus, subway and "walk only"; in and out combined) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

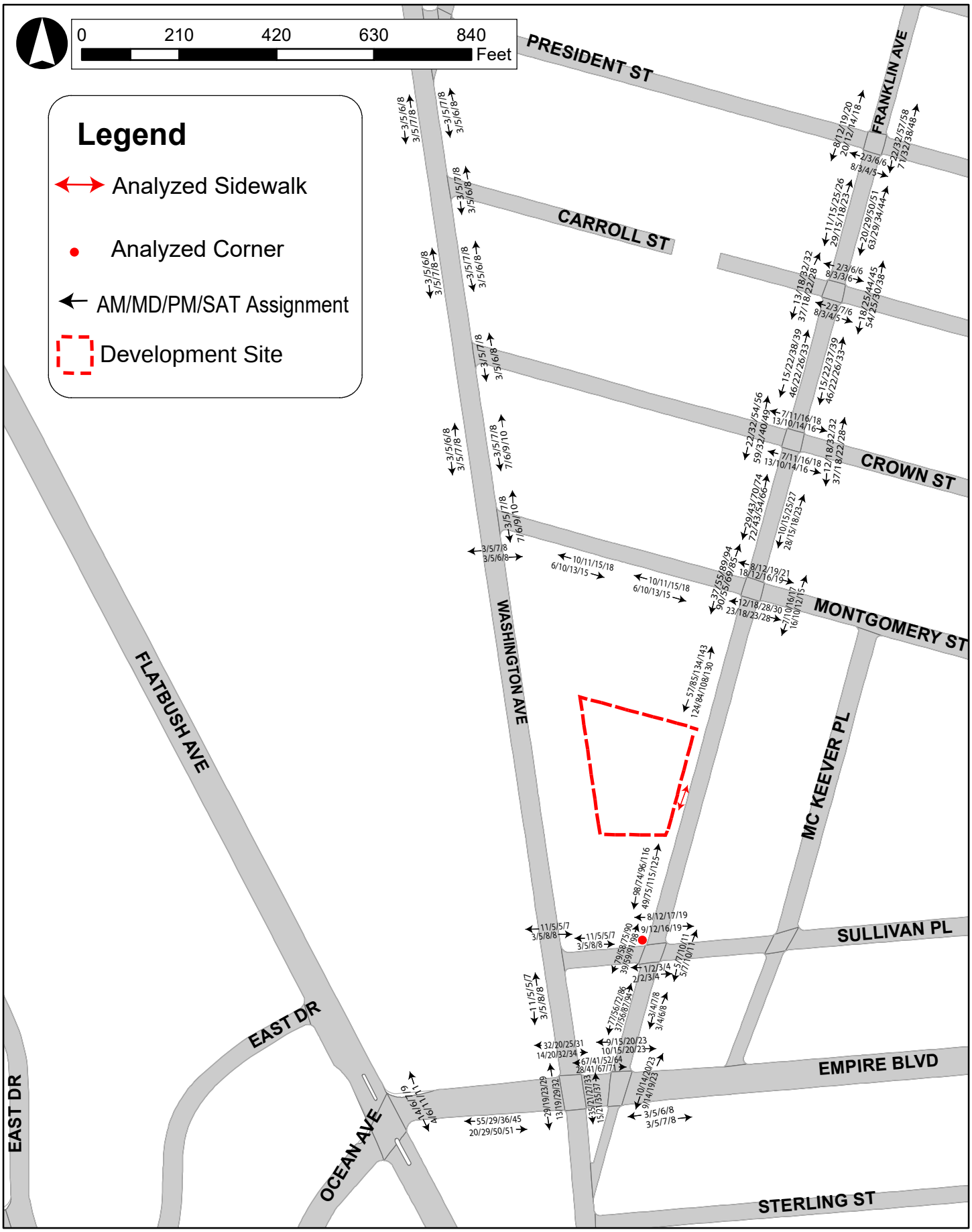
For the preliminary pedestrian trip assignment for the Proposed Actions, the walk-only trips were distributed evenly around the network. Subway and bus trips were assigned to subway lines and bus routes at the nearest subway station and bus stops. As shown in **Figure 3**, a total of two pedestrian elements, including the west sidewalk between Montgomery Street and Sullivan Place (on the project frontage) and the northwest corner of Franklin Avenue and Sullivan Place, are expected to exceed the *CEQR Technical Manual* analysis threshold of 200 new peak hour pedestrian trips during the weekday PM and Saturday midday peak hours. The analysis elements are primarily located along the Franklin Avenue. It should be noted that the corner area at Franklin Avenue and Montgomery Street is expected an increase of more than 200 new pedestrian trips but will not be included in the pedestrian analysis as the intersection of Franklin Avenue with Montgomery Street is unsignalized.

Parking

Pursuant to *CEQR Technical Manual* guidance, on- and off-street parking analyses may be warranted if a quantified traffic analysis is necessary based on the Level 1 and Level 2 screening assessments. Based on the screening assessments detailed above, a quantified traffic analysis would not be warranted for the Proposed Actions. Therefore, based on *CEQR Technical Manual* guidance, quantified parking analyses are not warranted for the Proposed Actions.

Figure 3

Pedestrian Assignment and Analysis Locations



Appendix IV

Agency Correspondence

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / PRE-CEQR-K
Project: Franklin Avenue Rezoning
Date received: 11/27/2017

Properties with no Archaeological significance:

1) ADDRESS: 130 MONTGOMERY STREET, BBL: 3011920041
2) ADDRESS: 124 MONTGOMERY STREET, BBL: 3011920046
3) ADDRESS: 962 FRANKLIN AVENUE, BBL: 3011920063
4) ADDRESS: 972 FRANKLIN AVENUE, BBL: 3011920066

Comments: In order to complete the review, please provide detailed façade photos of the Consumers Park Brewing Company Complex, 124-150 Montgomery St. and 928-960 Franklin Ave. Photos should be labelled with addresses, bbl, and keyed to a map.

Gina Santucci 12/4/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32942_FSO_DNP_12042017.doc

NYC Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / PRE-CEQR-K
Project: Franklin Avenue Rezoning
Date received: 12/20/2017

Properties with no Architectural or Archaeological significance:
1) ADDRESS: 962 FRANKLIN AVENUE, BBL: 3011920063
2) ADDRESS: 972 FRANKLIN AVENUE, BBL: 3011920066

Properties with no Archaeological significance:
1) ADDRESS: 130 MONTGOMERY STREET, BBL: 3011920041
2) ADDRESS: 124 MONTGOMERY STREET, BBL: 3011920046

Properties with Architectural significance:
1) ADDRESS: 130 MONTGOMERY STREET, BBL: 3011920041, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: CONSUMERS PARK BREWING COMPANY.
2) ADDRESS: 124 MONTGOMERY STREET, BBL: 3011920046, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST

The Consumers Park Brewing Company Complex, 124-150 Montgomery St. and 928-960 Franklin Ave., has been determined eligible for listing on the State/National Registers.

Gina Santucci 12/20/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32942_FSO_GS_12202017.doc

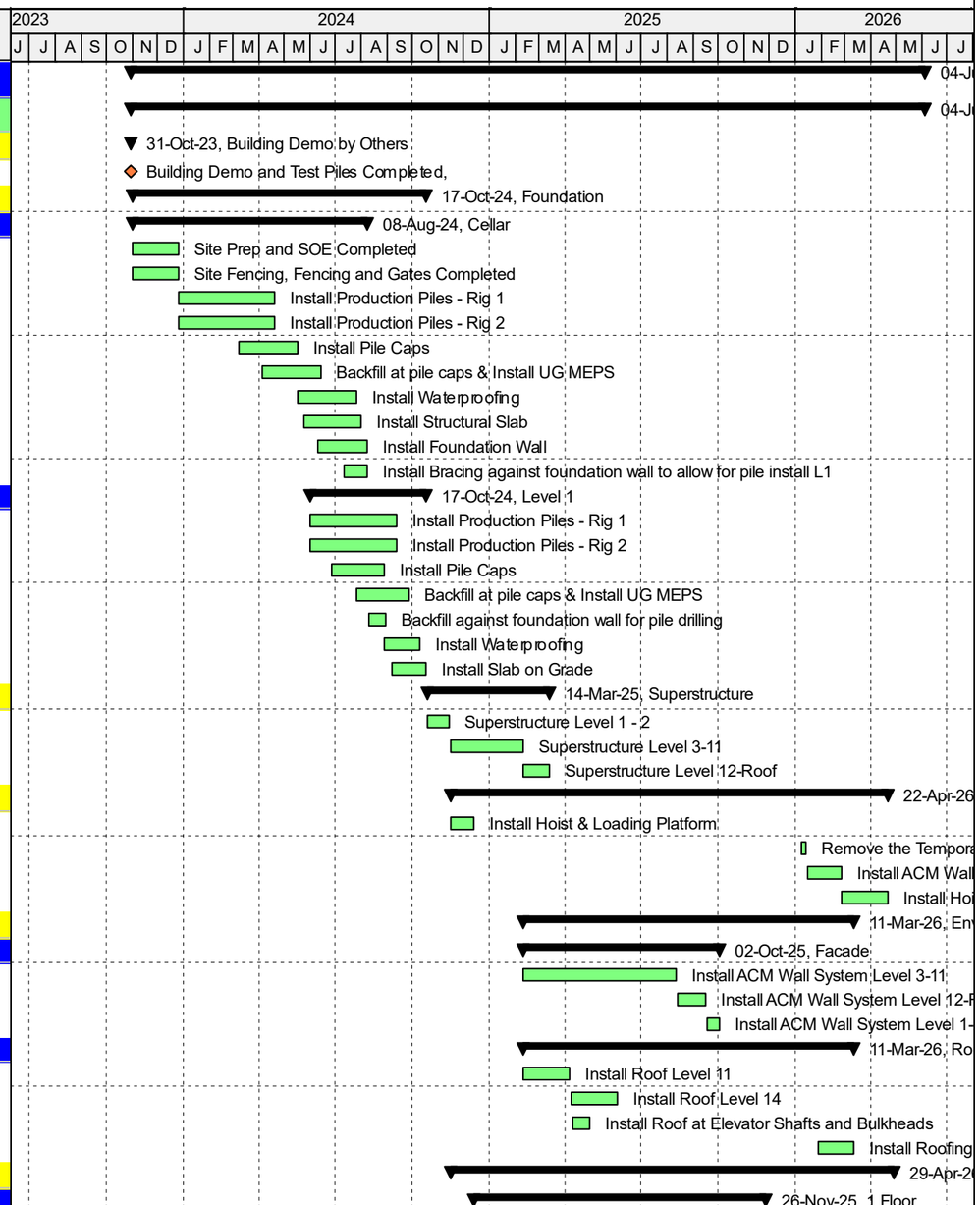
Appendix V

Preliminary Construction Schedule

970 Franklin U2

HUNTER ROBERTS CONSTRUCTION GROUP

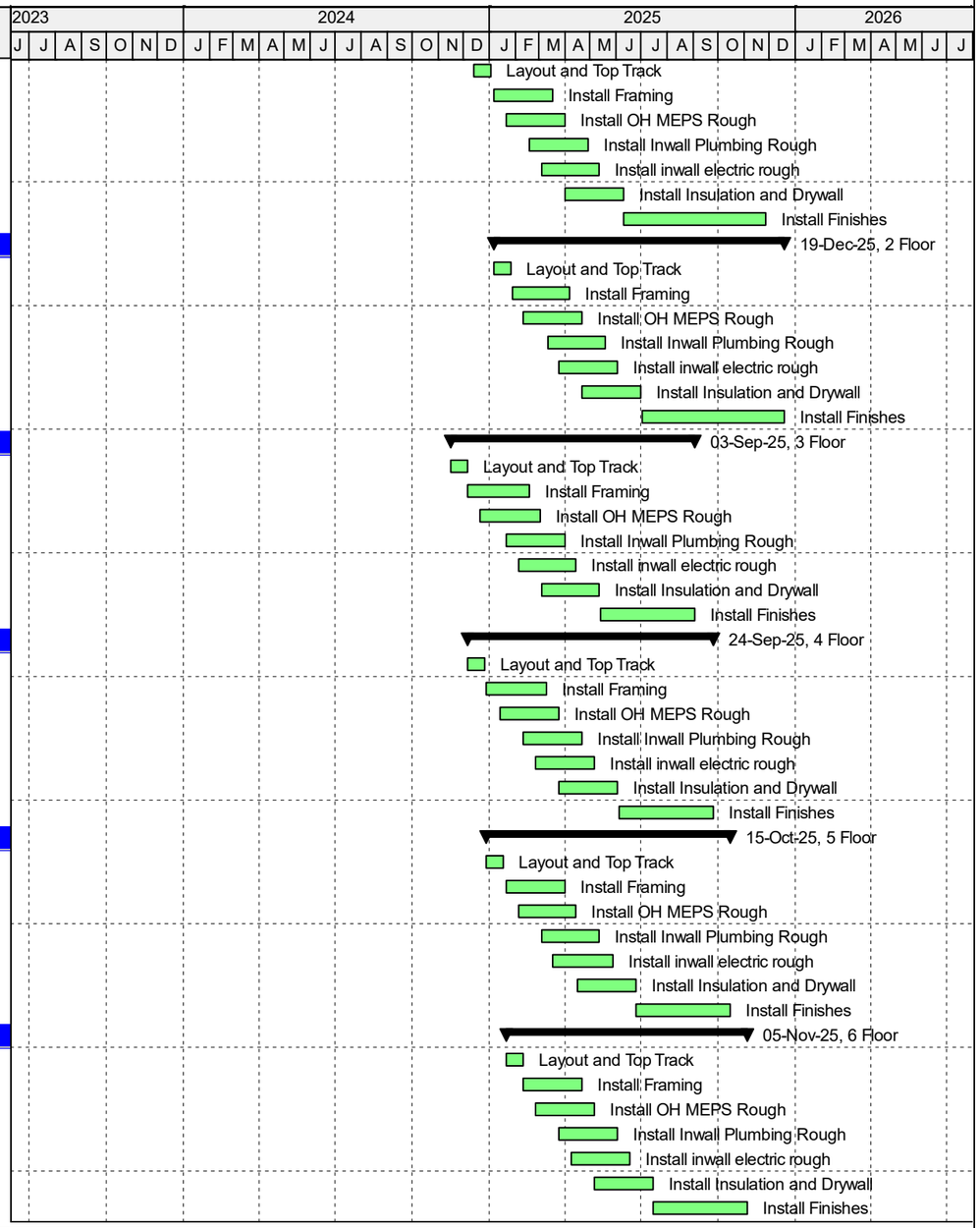
Activity ID	Activity Name	Remaining Duration	Start	Finish	Predecessors	Successors
970 Franklin U1		664	31-Oct-23	04-Jun-26		
Construction		664	31-Oct-23	04-Jun-26		
Building Demo by Others		0	31-Oct-23	31-Oct-23		
A1150	Building Demo and Test Piles Completed	0		31-Oct-23*		
Foundation		249	01-Nov-23	17-Oct-24		
Cellar		200	01-Nov-23	08-Aug-24		
A1160	Site Prep and SOE Completed	40	01-Nov-23*	26-Dec-23		A1180
A1170	Site Fencing, Fencing and Gates Completed	40	02-Nov-23*	27-Dec-23		A1180
A1180	Install Production Piles - Rig 1	80	27-Dec-23	18-Apr-24	A1060, A1170, A1160	A1190, A1200, A1250
A1190	Install Production Piles - Rig 2	80	27-Dec-23	18-Apr-24	A1180	A1200, A1260
A1200	Install Pile Caps	50	08-Mar-24	16-May-24	A1190, A1180	A1210
A1210	Backfill at pile caps & Install UG MEPS	50	05-Apr-24	14-Jun-24	A1200	A1220
A1220	Install Waterproofing	50	17-May-24	25-Jul-24	A1210	A1230
A1230	Install Structural Slab	50	24-May-24	01-Aug-24	A1220	A1300
A1300	Install Foundation Wall	45	10-Jun-24	08-Aug-24	A1230	A1310, A1500
A1310	Install Bracing against foundation wall to allow fo	20	12-Jul-24	08-Aug-24	A1300	A1320, A1330, A1260, /
Level 1		100	31-May-24	17-Oct-24		
A1250	Install Production Piles - Rig 1	75	31-May-24	12-Sep-24	A1180, A1310	A1260
A1260	Install Production Piles - Rig 2	75	31-May-24	12-Sep-24	A1250, A1190, A1310	A1270
A1270	Install Pile Caps	45	27-Jun-24	28-Aug-24	A1260	A1280
A1280	Backfill at pile caps & Install UG MEPS	45	25-Jul-24	26-Sep-24	A1270	A1290
A1320	Backfill against foundation wall for pile drilling	15	09-Aug-24	29-Aug-24	A1310	
A1290	Install Waterproofing	30	29-Aug-24	10-Oct-24	A1280	A1240
A1240	Install Slab on Grade	30	06-Sep-24	17-Oct-24	A1290	A1330
Superstructure		104	18-Oct-24	14-Mar-25		
A1330	Superstructure Level 1 - 2	20	18-Oct-24	14-Nov-24	A1310, A1240	A1350, A1450
A1350	Superstructure Level 3-11	60	15-Nov-24	10-Feb-25	A1330	A1360, A1380, A1430, /
A1360	Superstructure Level 12-Roof	24	11-Feb-25	14-Mar-25	A1350	A1460
Hoist		365	15-Nov-24	22-Apr-26		
A1450	Install Hoist & Loading Platform	20	15-Nov-24	12-Dec-24	A1330	
A1410	Remove the Temporary Hoist	5	08-Jan-26	14-Jan-26	A2150, A1850	A1420, A2700, A1400
A1400	Install ACM Wall System Level Hoist Run-Leave-	30	15-Jan-26	25-Feb-26	A1390, A1410	A1420, A2140
A2140	Install Hoist Run Fit-out	40	26-Feb-26	22-Apr-26	A1400	A1000
Envelope		275	11-Feb-25	11-Mar-26		
Facade		166	11-Feb-25	02-Oct-25		
A1380	Install ACM Wall System Level 3-11	130	11-Feb-25	12-Aug-25	A1350	A1390
A1390	Install ACM Wall System Level 12-Roof	24	13-Aug-25	16-Sep-25	A1380	A1400, A1370
A1370	Install ACM Wall System Level 1-2	12	17-Sep-25	02-Oct-25	A1390	
Roof		275	11-Feb-25	11-Mar-26		
A1430	Install Roof Level 11	40	11-Feb-25	07-Apr-25	A1350	A1440
A1440	Install Roof Level 14	40	08-Apr-25	03-Jun-25	A1430	A1470
A1470	Install Roof at Elevator Shafts and Bulkheads	15	11-Apr-25	01-May-25	A1440	A1480
A1420	Install Roofing Level 2	30	29-Jan-26	11-Mar-26	A1400, A1410	A2700
Interiors & Finishes		370	15-Nov-24	29-Apr-26		
1 Floor		245	13-Dec-24	26-Nov-25		



970 Franklin U2

HUNTER ROBERTS CONSTRUCTION GROUP

Activity ID	Activity Name	Remaining Duration	Start	Finish	Predecessors	Successors
A1620	Layout and Top Track	15	13-Dec-24	03-Jan-25	A1350	A1580, A1650
A1580	Install Framing	50	06-Jan-25	17-Mar-25	A1620	A1590, A1610
A1590	Install OH MEPS Rough	50	21-Jan-25	31-Mar-25	A1580	A1600, A1610
A1610	Install Inwall Plumbing Rough	50	18-Feb-25	28-Apr-25	A1580, A1590	A1630
A1630	Install inwall electric rough	50	04-Mar-25	12-May-25	A1610	
A1600	Install Insulation and Drywall	50	01-Apr-25	10-Jun-25	A1590	A1640
A1640	Install Finishes	120	11-Jun-25	26-Nov-25	A1600	
2 Floor		245	06-Jan-25	19-Dec-25		
A1650	Layout and Top Track	15	06-Jan-25	27-Jan-25	A1620	A1660
A1660	Install Framing	50	28-Jan-25	07-Apr-25	A1650	A1670, A1680
A1670	Install OH MEPS Rough	50	11-Feb-25	21-Apr-25	A1660	A1700, A1680
A1680	Install Inwall Plumbing Rough	50	11-Mar-25	19-May-25	A1660, A1670	A1690
A1690	Install inwall electric rough	50	25-Mar-25	03-Jun-25	A1680	
A1700	Install Insulation and Drywall	50	22-Apr-25	01-Jul-25	A1670	A1710
A1710	Install Finishes	120	02-Jul-25	19-Dec-25	A1700	
3 Floor		205	15-Nov-24	03-Sep-25		
A1720	Layout and Top Track	15	15-Nov-24	05-Dec-24	A1350	A1730, A2560
A1730	Install Framing	50	06-Dec-24	17-Feb-25	A1720	A1740, A1750
A1740	Install OH MEPS Rough	50	20-Dec-24	03-Mar-25	A1730	A1770, A1750
A1750	Install Inwall Plumbing Rough	50	21-Jan-25	31-Mar-25	A1730, A1740	A1760
A1760	Install inwall electric rough	50	04-Feb-25	14-Apr-25	A1750	
A1770	Install Insulation and Drywall	50	04-Mar-25	12-May-25	A1740	A1780
A1780	Install Finishes	80	13-May-25	03-Sep-25	A1770	
4 Floor		205	06-Dec-24	24-Sep-25		
A2560	Layout and Top Track	15	06-Dec-24	26-Dec-24	A1720	A2570, A2490
A2570	Install Framing	50	27-Dec-24	10-Mar-25	A2560	A2580, A2590
A2580	Install OH MEPS Rough	50	13-Jan-25	24-Mar-25	A2570	A2610, A2590
A2590	Install Inwall Plumbing Rough	50	11-Feb-25	21-Apr-25	A2570, A2580	A2600
A2600	Install inwall electric rough	50	25-Feb-25	05-May-25	A2590	
A2610	Install Insulation and Drywall	50	25-Mar-25	03-Jun-25	A2580	A2620
A2620	Install Finishes	80	04-Jun-25	24-Sep-25	A2610	
5 Floor		205	27-Dec-24	15-Oct-25		
A2490	Layout and Top Track	15	27-Dec-24	17-Jan-25	A2560	A2500, A2420
A2500	Install Framing	50	21-Jan-25	31-Mar-25	A2490	A2510, A2520
A2510	Install OH MEPS Rough	50	04-Feb-25	14-Apr-25	A2500	A2540, A2520
A2520	Install Inwall Plumbing Rough	50	04-Mar-25	12-May-25	A2500, A2510	A2530
A2530	Install inwall electric rough	50	18-Mar-25	27-May-25	A2520	
A2540	Install Insulation and Drywall	50	15-Apr-25	24-Jun-25	A2510	A2550
A2550	Install Finishes	80	25-Jun-25	15-Oct-25	A2540	
6 Floor		205	21-Jan-25	05-Nov-25		
A2420	Layout and Top Track	15	21-Jan-25	10-Feb-25	A2490	A2430, A2350
A2430	Install Framing	50	11-Feb-25	21-Apr-25	A2420	A2440, A2450
A2440	Install OH MEPS Rough	50	25-Feb-25	05-May-25	A2430	A2470, A2450
A2450	Install Inwall Plumbing Rough	50	25-Mar-25	03-Jun-25	A2430, A2440	A2460
A2460	Install inwall electric rough	50	08-Apr-25	17-Jun-25	A2450	
A2470	Install Insulation and Drywall	50	06-May-25	15-Jul-25	A2440	A2480
A2480	Install Finishes	80	16-Jul-25	05-Nov-25	A2470	



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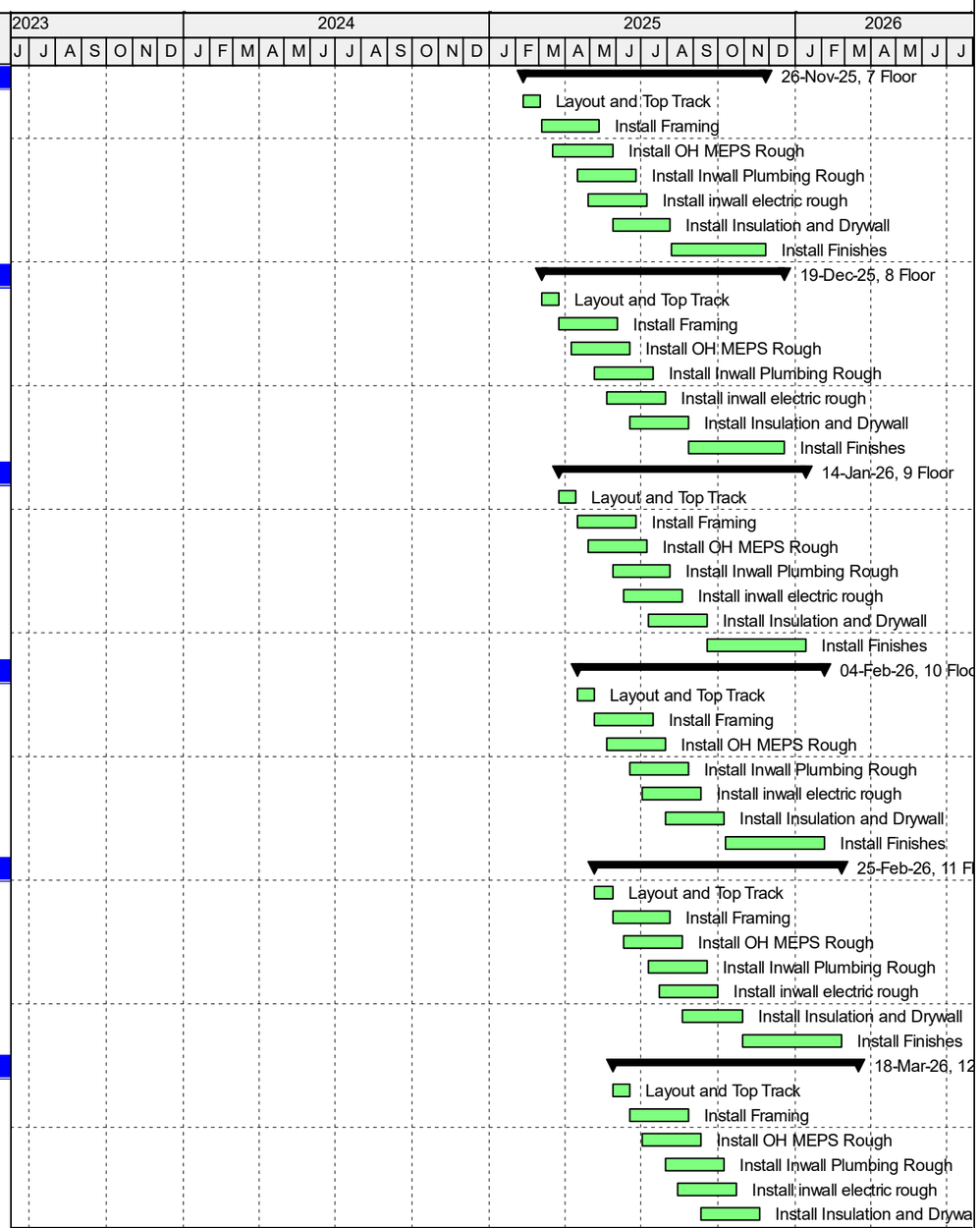
HUNTER ROBERTS CONSTRUCTION GROUP

Activity ID	Activity Name	Remaining Duration	Start	Finish	Predecessors	Successors
7 Floor		205	11-Feb-25	26-Nov-25		
A2350	Layout and Top Track	15	11-Feb-25	03-Mar-25	A2420	A2360, A2280
A2360	Install Framing	50	04-Mar-25	12-May-25	A2350	A2370, A2380
A2370	Install OH MEPS Rough	50	18-Mar-25	27-May-25	A2360	A2400, A2380
A2380	Install Inwall Plumbing Rough	50	15-Apr-25	24-Jun-25	A2360, A2370	A2390
A2390	Install inwall electric rough	50	29-Apr-25	08-Jul-25	A2380	
A2400	Install Insulation and Drywall	50	28-May-25	05-Aug-25	A2370	A2410
A2410	Install Finishes	80	06-Aug-25	26-Nov-25	A2400	
8 Floor		205	04-Mar-25	19-Dec-25		
A2280	Layout and Top Track	15	04-Mar-25	24-Mar-25	A2350	A2290, A2630
A2290	Install Framing	50	25-Mar-25	03-Jun-25	A2280	A2300, A2310
A2300	Install OH MEPS Rough	50	08-Apr-25	17-Jun-25	A2290	A2330, A2310
A2310	Install Inwall Plumbing Rough	50	06-May-25	15-Jul-25	A2290, A2300	A2320
A2320	Install inwall electric rough	50	20-May-25	29-Jul-25	A2310	
A2330	Install Insulation and Drywall	50	18-Jun-25	26-Aug-25	A2300	A2340
A2340	Install Finishes	80	27-Aug-25	19-Dec-25	A2330	
9 Floor		205	25-Mar-25	14-Jan-26		
A2630	Layout and Top Track	15	25-Mar-25	14-Apr-25	A2280	A2640, A2070
A2640	Install Framing	50	15-Apr-25	24-Jun-25	A2630	A2650, A2660
A2650	Install OH MEPS Rough	50	29-Apr-25	08-Jul-25	A2640	A2680, A2660
A2660	Install Inwall Plumbing Rough	50	28-May-25	05-Aug-25	A2640, A2650	A2670
A2670	Install inwall electric rough	50	11-Jun-25	19-Aug-25	A2660	
A2680	Install Insulation and Drywall	50	09-Jul-25	17-Sep-25	A2650	A2690
A2690	Install Finishes	80	18-Sep-25	14-Jan-26	A2680	
10 Floor		205	15-Apr-25	04-Feb-26		
A2070	Layout and Top Track	15	15-Apr-25	05-May-25	A2630	A2080, A2000
A2080	Install Framing	50	06-May-25	15-Jul-25	A2070	A2090, A2100
A2090	Install OH MEPS Rough	50	20-May-25	29-Jul-25	A2080	A2120, A2100
A2100	Install Inwall Plumbing Rough	50	18-Jun-25	26-Aug-25	A2080, A2090	A2110
A2110	Install inwall electric rough	50	02-Jul-25	10-Sep-25	A2100	
A2120	Install Insulation and Drywall	50	30-Jul-25	08-Oct-25	A2090	A2130
A2130	Install Finishes	80	09-Oct-25	04-Feb-26	A2120	
11 Floor		205	06-May-25	25-Feb-26		
A2000	Layout and Top Track	15	06-May-25	27-May-25	A2070, A1350	A2010, A1930
A2010	Install Framing	50	28-May-25	05-Aug-25	A2000	A2020, A2030
A2020	Install OH MEPS Rough	50	11-Jun-25	19-Aug-25	A2010	A2050, A2030
A2030	Install Inwall Plumbing Rough	50	09-Jul-25	17-Sep-25	A2010, A2020	A2040
A2040	Install inwall electric rough	50	23-Jul-25	01-Oct-25	A2030	
A2050	Install Insulation and Drywall	50	20-Aug-25	29-Oct-25	A2020	A2060
A2060	Install Finishes	80	30-Oct-25	25-Feb-26	A2050	
12 Floor		205	28-May-25	18-Mar-26		
A1930	Layout and Top Track	15	28-May-25	17-Jun-25	A2000	A1940, A1860
A1940	Install Framing	50	18-Jun-25	26-Aug-25	A1930	A1950, A1960
A1950	Install OH MEPS Rough	50	02-Jul-25	10-Sep-25	A1940	A1980, A1960
A1960	Install Inwall Plumbing Rough	50	30-Jul-25	08-Oct-25	A1940, A1950	A1970
A1970	Install inwall electric rough	50	13-Aug-25	22-Oct-25	A1960	
A1980	Install Insulation and Drywall	50	11-Sep-25	19-Nov-25	A1950	A1990



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HUNTER ROBERTS CONSTRUCTION GROUP

Activity ID	Activity Name	Remaining Duration	Start	Finish	Predecessors	Successors
A1990	Install Finishes	80	20-Nov-25	18-Mar-26	A1980	
13 Floor		205	18-Jun-25	08-Apr-26		
A1860	Layout and Top Track	15	18-Jun-25	08-Jul-25	A1930	A1870, A1790
A1870	Install Framing	50	09-Jul-25	17-Sep-25	A1860	A1880, A1890
A1880	Install OH MEPS Rough	50	23-Jul-25	01-Oct-25	A1870	A1910, A1890
A1890	Install Inwall Plumbing Rough	50	20-Aug-25	29-Oct-25	A1870, A1880	A1900
A1900	Install inwall electric rough	50	04-Sep-25	12-Nov-25	A1890	
A1910	Install Insulation and Drywall	50	02-Oct-25	12-Dec-25	A1880	A1920
A1920	Install Finishes	80	15-Dec-25	08-Apr-26	A1910	
14 Floor		205	09-Jul-25	29-Apr-26		
A1790	Layout and Top Track	15	09-Jul-25	29-Jul-25	A1860	A1800
A1800	Install Framing	50	30-Jul-25	08-Oct-25	A1790	A1810, A1820
A1810	Install OH MEPS Rough	50	13-Aug-25	22-Oct-25	A1800	A1840, A1820
A1820	Install Inwall Plumbing Rough	50	11-Sep-25	19-Nov-25	A1800, A1810	A1830
A1830	Install inwall electric rough	50	25-Sep-25	05-Dec-25	A1820	
A1840	Install Insulation and Drywall	50	23-Oct-25	07-Jan-26	A1810	A1850
A1850	Install Finishes	80	08-Jan-26	29-Apr-26	A1840	A1560, A1570, A2710, /
Vertical Transportation		277	02-May-25	04-Jun-26		
A1480	Complete Shaftwall and Prep for Elevators	20	02-May-25	30-May-25	A1470	A1460
A1460	Install Elevators	120	02-Jun-25	17-Nov-25	A1360, A1480	A1490, A2150
A2150	Elevator Sign-off for Construction	5	18-Nov-25	24-Nov-25	A1460	A1410
A1490	Final Elevator Sign-off	5	29-May-26	04-Jun-26	A1460, A1550, A1570, A156	
MEPS		40	02-Apr-26	28-May-26		
A1560	Test and Inspect Fire Alarm	40	02-Apr-26	28-May-26	A1850	A1490
A1570	Test and Inspect Fire Protection Services	40	02-Apr-26	28-May-26	A1850	A1490, A2710
Utilities		90	09-Aug-24	13-Dec-24		
Electric Service		65	09-Aug-24	08-Nov-24		
A1500	Install Con-Edison Vaults	30	09-Aug-24	20-Sep-24	A1300	A1510
A1510	Install Drainage	20	23-Sep-24	18-Oct-24	A1500	A1520
A1520	Con-Edison perform necessary network upgrade:	10	21-Oct-24	01-Nov-24	A1510	A1530
A1530	Con-Edison pull feeders into Switchgear	3	04-Nov-24	06-Nov-24	A1520	A1540
A1540	Con-Edison perfrom Feeder Terminations	2	07-Nov-24	08-Nov-24	A1530	A1550
A1550	Permanent Power Available	0		08-Nov-24	A1540	A1490
Water, Fire, Storm and Sewer Service		90	09-Aug-24	13-Dec-24		
A2720	Install Storm/Sewer Services	40	09-Aug-24	04-Oct-24	A1310	A2730
A2730	Install Domestic Water Services	30	07-Oct-24	15-Nov-24	A2720	A2740
A2740	Install Fire Service	30	04-Nov-24	13-Dec-24	A2730	
Sitework		60	22-Dec-25	18-Mar-26		
A2700	Install Sitework and Landscaping	60	22-Dec-25	18-Mar-26	A1420, A1410	A1000
Testing and Commissioning		40	09-Apr-26	04-Jun-26		
A2710	Perfrom Preliminary Start-up, Testing, Balancing	40	09-Apr-26	04-Jun-26	A1850, A1570	A1000, A2750
A2750	Obtain TCO	0		04-Jun-26	A2710	

